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REPORT  
OF THE  
Bank Commissioners

OF THE  
STATE OF CONNECTICUT,  
TO  
THE GOVERNOR,  
JANUARY, 1889.

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PRINTED BY ORDER OF THE LEGISLATURE.

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HARTFORD, CONN.:  
PRESS OF THE CASE, LOCKWOOD & BRAINARD COMPANY.  
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**BANK COMMISSIONERS.**

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GEORGE M. LANDERS, NEW BRITAIN.

CHARLES H. NOBLE, NEW MILFORD.



## GENERAL INDEX.

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	PAGE.
Abilene Mortgage Company, Kansas, - - - - -	269
Abstracts of Reports of Savings Banks, - - - - -	252
American Investment Company, Iowa, - - - - -	270
American Loan and Trust Co., Nebraska, - - - - -	272
American Mortgage Trust Company, Kansas, - - - - -	273
Ansonia, Savings Bank of, - - - - -	164
Bank Commissioners' Report, - - - - -	11
Berlin Savings Bank, Kensington, - - - - -	27
Birmingham, Derby Savings Bank of, - - - - -	60
Bridgeport Savings Bank, - - - - -	29
Bridgeport, City Savings Bank of, - - - - -	46
Bridgeport, Mechanics & Farmers Savings Bank of, - - - - -	114
Bridgeport, Peoples Savings Bank of, - - - - -	151
Bristol Savings Bank, - - - - -	32
Brooklyn Savings Bank, - - - - -	35
Brooklyn, New England Mortgage Security Co. of, - - - - -	262
Brooklyn, Western Land Company of, - - - - -	15 and 265
Brooklyn, Western Security Company of, - - - - -	15 and 266
Canaan Savings Bank, - - - - -	37
Capital Stock, - - - - -	18
Central Kansas Loan and Trust Co., Kansas, - - - - -	276
Central Loan and Land Co., Kansas, - - - - -	277
Chelsea Savings Bank, Norwich, - - - - -	39
Chester Savings Bank, - - - - -	42
Citizens Bank, Nebraska, - - - - -	279
Citizens Savings Bank, Stamford, - - - - -	44
City Bank, Hartford, - - - - -	231
City Bank, New Haven, - - - - -	232
City Savings Bank, Bridgeport, - - - - -	46
City Savings Bank, Meriden, - - - - -	48
Colchester Savings Bank, - - - - -	50
Collinsville Savings Society, - - - - -	52
Commercial Bank Mortgage Co., Kansas, - - - - -	16
Commonwealth Loan and Trust Co., Kansas, - - - - -	280
Condensed Statements, - - - - -	250, 251
Connecticut River Banking Company, Hartford, - - - - -	233
Connecticut Savings Bank, New Haven, - - - - -	54
Connecticut Trust and Safe Deposit Co., Hartford, - - - - -	241
Coöperative Saving Fund and Loan Association, New Haven, - - - - -	132
Cromwell, Dime Savings Bank of, - - - - -	62



	PAGE.
Dakota Farm Mortgage Company, Dakota, - - -	282
Danbury, Savings Bank of, - - -	167
Danbury, Union Savings Bank of, - - -	211
Danielsonville, Windham County Savings Bank of, - - -	219
Davidson Mortgage Co., The S. L., Kansas, - - -	339
Debenture Bonds, - - -	18
Decisions of Supreme Court of Errors, - - -	393
Deep River Savings Bank, - - -	57
Derby Savings Bank, Birmingham, - - -	60
Dime Savings Bank, Cromwell, - - -	62
Dime Savings Bank, Hartford, - - -	64
Dime Savings Bank, Middletown, - - -	66
Dime Savings Bank, Norwich, - - -	67
Dime Savings Bank, Thompson, - - -	69
Dime Savings Bank, Wallingford, - - -	71
Dime Savings Bank, Waterbury, - - -	73
Dime Savings Bank, Willimantic, - - -	75
Dividends, table of, - - -	13
Earned Commissions on Debenture Loans, - - -	17
Eastern Banking Company, Hartford, - - -	15 and 255
Emporia Investment Company, Kansas, - - -	284
Equitable Mortgage Co., Missouri, - - -	285
Equitable Trust Company, New London, - - -	16 and 256
Essex Savings Bank, - - -	77
Essex, Saybrook Bank of, - - -	14 and 235
Fairfield County Savings Bank, Norwalk, - - -	80
Falls Village Savings Bank, - - -	82
Farmers Loan and Trust Co., Iowa, - - -	288
Farmers Loan and Trust Co., Kansas, - - -	290
Farmers and Mechanics Savings Bank, Middletown, - - -	84
Farmers Trust Company, Iowa, - - -	292
Farmington Savings Bank, - - -	86
Fidelity Company, The, Hartford, - - -	242
Fidelity Loan and Trust Co., Iowa, - - -	294
First Mortgage Loans, - - -	17
Foreclosure Account, - - -	18
Foreign Investment Companies, - - -	16 and 267
Freestone Savings Bank, Portland, - - -	89
Georgia Loan and Trust Company, Georgia, - - -	296
Greenwich Savings Bank, - - -	92
Greenwich Trust, Loan, and Deposit Co., - - -	243
Groton Savings Bank, Mystic River, - - -	94
Guarantee Loan and Trust Co., Washington Ter., - - -	297
Guaranty Fund, - - -	18
Guaranty Investment Company, Kansas, - - -	298
Guilford Savings Bank, - - -	96
Hamilton Loan and Trust Company, Nebraska, - - -	299
Hartford, City Bank of, - - -	231
Hartford, Connecticut River Banking Co. of, - - -	233
Hartford, Connecticut Trust and Safe Deposit Co. of, - - -	241



	PAGE.
Hartford, Dime Savings Bank of, - - - - -	64
Hartford, Eastern Banking Company of, - - - - -	15 and 255
Hartford Investment Company, Kansas, - - - - -	300
Hartford, Iowa Mortgage Company of, - - - - -	15 and 257
Hartford, Loan and Gaurantee Co. of Conn. of, - - - - -	258
Hartford, Mechanics Savings Bank of, - - - - -	109
Hartford, Mortgage Co. of Conn. of, - - - - -	15 and 261
Hartford, Iowa Mortgage Company, - - - - -	15 and 257
Hartford, Security Company of, - - - - -	246
Hartford, Society for Savings of, - - - - -	183
Hartford, State Bank of, - - - - -	236
Hartford, State Savings Bank of, - - - - -	201
Hartford Trust Company, - - - - -	241
Hartford, United States Bank of, - - - - -	238
Higganum Savings Bank, - - - - -	93
Index to Laws, - - - - -	397
Investment Companies, - - - - -	15 and 253
Iowa Mortgage Company, Iowa, - - - - -	16
Jarvis-Conklin Mortgage Trust Co., Missouri, - - - - -	302
Jewett City Savings Bank, - - - - -	100
Kansas City Investment Company, Missouri, - - - - -	304
Kansas Investment Company, Kansas, - - - - -	306
Kansas Loan and Investment Co., Kansas, - - - - -	308
Kansas Mortgage and Investment Co., Kansas, - - - - -	309
Kansas National Loan Company, Kansas, - - - - -	310
Kansas Security Company, Kansas, - - - - -	311
Kansas Trust and Banking Co., Kansas, - - - - -	16
Kensington, Berlin Savings Bank of, - - - - -	27
Lakeville, Salisbury Savings Society of, - - - - -	162
Laws, - - - - -	355
Lincoln Mortgage and Trust Co., Kansas, - - - - -	313
Litchfield Savings Society, - - - - -	103
Loan and Guarantee Co. of Conn., Hartford, - - - - -	258
Lockwood Mortgage Company, Kansas, - - - - -	314
Lombard Investment Company, Kansas, - - - - -	315
Mariners Savings Bank, New London, - - - - -	106
Mechanics Bank, New Haven, - - - - -	234
Mechanics Savings Bank, Hartford, - - - - -	109
Mechanics Savings Bank, Winsted, - - - - -	112
Mechanics and Farmers Savings Bank, Bridgeport, - - - - -	114
Merchants Loan and Trust Co., Willimantic, - - - - -	245
Meriden Savings Bank, - - - - -	116
Meriden, City Savings Bank of, - - - - -	48
Middlesex Banking Co., Middletown, - - - - -	259
Middletown Savings Bank, - - - - -	119
Middletown, Dime Savings Bank of, - - - - -	66
Middletown, Farmers and Mechanics Savings Bank of, - - - - -	84
Milford Savings Bank, - - - - -	123
Missouri Trust Co., Missouri, - - - - -	318
Moodus Savings Bank, - - - - -	125



	PAGE.
Mortgage Investment Company of Conn., Hartford, - -	15 and 261
Mystic River, Groton Savings Bank of, - - -	94
National Savings Bank, New Haven, - - -	127
Naugatuck Savings Bank, - - -	129
Nebraska and Kansas Farm Loan Co., Nebraska, - -	16
Nebraska Loan and Trust Co., Nebraska, - - -	320
Nebraska Mortgage and Investment Co., Nebraska, - -	320
New Britain, Savings Bank of, - - -	170
New Canaan Savings Bank, - - -	131
New England Loan and Trust Co., Iowa, - - -	323
New England Mortgage Security Co., Brooklyn, - -	262
New England Trust Co., Missouri, - - -	325
New Haven Savings Bank, - - -	133
New Haven, City Bank of, - - -	232
New Haven, Connecticut Savings Bank of, - - -	54
New Haven, Coöperative Saving Fund and Loan Association, -	122
New Haven, Mechanics Bank of, - - -	234
New Haven, National Savings Bank of, - - -	127
New Haven, Union Trust Company of, - - -	248
New London, Equitable Trust Company of, - - -	256
New London, Mariners Savings Bank of, - - -	106
New London, Savings Bank of, - - -	173
New London, Union Bank of, - - -	237
New Milford Savings Bank, - - -	137
Newtown Savings Bank, - - -	139
Norfolk Savings Bank, - - -	142
North Dakota Loan and Trust Co., Dakota, - - -	327
Northwestern Guaranty Loan Co., Minnesota, - -	328
Norwalk Savings Society, - - -	144
Norwalk, Fairfield County Savings Bank of, - - -	80
Norwich Savings Society, - - -	147
Norwich, Chelsea Savings Bank of, - - -	39
Norwich, Dime Savings Bank of, - - -	67
Norwich, Thames Loan and Trust Company of, - - -	264
Oberlin Loan, Trust, and Banking Co., Kansas, - -	330
Omaha Loan and Trust Co., Nebraska, - - -	332
Orlando Loan and Trust Company, Florida, - - -	334
Past Due Interest, - - -	18
Past Due Loans, - - -	18
Pawcatuck, Peoples Savings Bank of, - - -	154
Peoples Savings Bank, Bridgeport, - - -	151
Peoples Savings Bank, Pawcatuck, - - -	154
Peoples Savings Bank, Rockville, - - -	156
Pioneer Loan and Trust Company, Kansas, - - -	335
Portland, Freestone Savings Bank of, - - -	89
Premiums Paid, - - -	18
Provident Trust Company, Iowa, - - -	336
Putnam Savings Bank, - - -	158
Real Estate, - - -	17
Reports of Connecticut Investment Companies, - -	253



	PAGE.
Reports of Foreign Investment Companies, - - - - -	267
Reports of Savings Banks, - - - - -	25
Reports of State Banks, - - - - -	229
Reports of Trust Companies, - - - - -	239
Ridgefield Savings Bank, - - - - -	160
Rockville, Peoples Savings Bank of, - - - - -	156
Rockville, Savings Bank of, - - - - -	177
Salisbury Savings Society, Lakeville, - - - - -	162
Savings Bank of Ansonia, - - - - -	164
Savings Bank of Danbury, - - - - -	167
Savings Bank of New Britain, - - - - -	170
Savings Bank of New London, - - - - -	173
Savings Bank of Rockville, - - - - -	177
Savings Bank of Stafford Springs, - - - - -	179
Savings Bank of Tolland, - - - - -	181
Savings Banks, Summary of, - - - - -	11
Savings Banks, Summary from 1853 to 1887 inclusive, - - - - -	252
Savings Banks, Total resources and Liabilities of, - - - - -	250
Saybrook Bank, Essex, - - - - -	14 and 235
Second Mortgage Loans, - - - - -	17
Security Company, Hartford, - - - - -	246
Security Investment Co., Nebraska, - - - - -	16
Sedgwick Loan and Investment Company, Kansas, - - - - -	337
Showalter Mortgage Co., Kansas, - - - - -	338
S. L. Davidson Mortgage Co., Kansas, - - - - -	339
Smith Brothers Loan and Trust Co., Nebraska, - - - - -	340
Society for Savings, Hartford, - - - - -	183
South Norwalk Savings Bank, - - - - -	190
Southington Savings Bank, - - - - -	187
Southport Savings Bank, - - - - -	192
Stafford National Bank Stock, - - - - -	12
Stafford Savings Bank, Stafford Springs, - - - - -	195
Stafford Springs, Savings Bank of, - - - - -	179
Stamford Savings Bank, - - - - -	197
Stamford, Citizens' Savings Bank of, - - - - -	44
State Bank, Hartford, - - - - -	236
State Bank of Osborne, Kansas, - - - - -	342
State Banks, Summary of reports of, - - - - -	14 and 253
State Savings Association, Kansas, - - - - -	16
State Savings Bank, Hartford, - - - - -	200
Stonington Savings Bank, - - - - -	203
Suffield Savings Bank, - - - - -	205
Suffolk Trust and Investment Co., Mass., - - - - -	343
Tax Sale Certificates, - - - - -	17
Texas Loan Agency, Texas, - - - - -	344
Thames Loan and Trust Company, Norwich, - - - - -	16 and 264
Thomaston Savings Bank, - - - - -	207
Thompson, Dime Savings Bank of, - - - - -	69
Thompsonville Trust Company, - - - - -	247
Tolland, Savings Bank of, - - - - -	181

	PAGE.
Torrington Savings Bank, - - - - -	209
Trust Companies, Summary of Reports of, - - - - -	15 and 253
Union Bank, New London, - - - - -	237
Union Savings Bank, Danbury, - - - - -	211
Union Trust Company, New Haven, - - - - -	248
United States Bank, Hartford, - - - - -	238
Vermont Loan and Trust Co., Dakota, - - - - -	346
Wallingford, Dime Savings Bank of, - - - - -	71
Washington Loan and Trust Co., Washington Ter., - - - - -	348
Waterbury Savings Bank, - - - - -	213
Waterbury, Dime Savings Bank of, - - - - -	73
Western Land Company, Brooklyn, - - - - -	15 and 265
Western Farm Mortgage Co., Kansas, - - - - -	16
Western Loan and Trust Co., Dakota, - - - - -	349
Western Security Company, Brooklyn, - - - - -	15 and 266
Westport Savings Bank, - - - - -	215
Whipple Investment and Trust Co., Missouri, - - - - -	351
Willimantic Savings Institute, - - - - -	13 and 217
Willimantic, Dime Savings Bank of, - - - - -	75
Willimantic, Merchants Loan and Trust Co. of, - - - - -	245
Wilson and Toms Investment Co., Missouri, - - - - -	352
Windham County Savings Bank, Danielsonville, - - - - -	219
Windsor Locks Savings Bank, - - - - -	221
Winsted Savings Bank, - - - - -	223
Winsted, Mechanics Savings Bank of, - - - - -	112
Woodbury Savings Bank, - - - - -	226



# State of Connecticut.

## BANK COMMISSIONERS' REPORT.

OFFICE OF THE BANK COMMISSIONERS,  
HARTFORD, January 10, 1889.

*To His Excellency* MORGAN G. BULKELEY, *Governor* :

The Bank Commissioners herewith submit their annual report, showing the condition of the several institutions under their charge.

### SAVINGS BANKS.

The following table gives a general statement of the condition of the Savings Banks as compared with that of October 1, 1887, their number being eighty-five, the same as last year :

#### ASSETS.

	October 1, 1888.	October 1, 1887.	Increase.	Decrease.
Loans on Real Estate, - - -	\$43,335,589.56	\$41,712,904.55	\$1,622,685.01	.....
Loans on Collateral Security, -	7,988,640.77	7,938,046.68	50,594.09	.....
Loans on Personal Security only, -	2,834,722.41	3,441,742.42	.....	\$607,019.01
Invested in United States Bonds, -	1,960,030.12	2,879,705.99	.....	919,675.87
Invested in State, Town, City, and Corporation Bonds, - - -	19,964,068.94	17,183,804.74	2,780,264.20	.....
Invested in R.R. Stocks and B'ds, -	21,413,694.92	20,446,329.70	967,365.22	.....
Invested in Bank Stocks, - - -	6,292,681.72	6,388,275.19	.....	95,593.47
Real Estate owned, including Banking Houses, - - -	4,442,075.95	4,606,113.54	.....	164,037.59
Miscellaneous Assets, - - -	524,634.45	559,083.34	.....	34,448.89
Cash on hand and in Bank, - -	3,060,836.74	2,740,906.59	319,930.15	.....
Total Assets, - - -	\$111,816,976.58	\$107,896,912.74	\$3,920,063.84	.....

#### LIABILITIES.

	October 1, 1888.	October 1, 1887.	Increase.	Decrease.
Deposits, - - - - -	\$105,850,078.95	\$102,189,934.72	\$3,660,144.23	.....
Surplus, - - - - -	3,689,953.25	3,514,772.01	175,181.24	.....
Interest and Profit and Loss, -	2,217,786.57	2,153,561.63	64,224.94	.....
Other Liabilities, - - - -	59,157.81	38,644.38	20,513.43	.....
Total Liabilities, - - -	\$111,816,976.58	\$107,896,912.74	\$3,920,063.84	.....

## MISCELLANEOUS ITEMS.

	October 1, 1888.	Increase since Oct. 1, 1887.	Decrease since Oct. 1, 1887.
Number of depositors having \$500 or less, - -	227,138	7,145	.....
Amount of such deposits, - - -	\$27,796,498.03	\$767,359.14	.....
Depositors having over \$500, and less than \$1,000,	31,363	1,115	.....
Amount of such deposits, - - -	21,628,870.96	654,816.96	.....
Depositors having \$1,000, and not over \$2,000, -	20,783	742	.....
Amount of such deposits, - - -	28,123,646.11	1,048,275.34	.....
Depositors having over \$2,000, and not over \$10,000,	8,366	351	.....
Amount of such deposits, - - -	26,424,944.15	1,031,445.89	.....
Depositors having over \$10,000, - - -	126	8	.....
Amount of such deposits, - - -	1,876,119.70	158,246.90	.....
Total number of depositors, - - -	237,776	9,361	.....
Total amount of deposits, - - -	105,850,078.95	3,660,144.23	.....
Largest amount due a single depositor, - - -	97,355.46	53,786.15	.....
Average amount due depositors, - - -	367.82	.78	.....
Number of accounts opened during the year, -	44,478	.....	434
Number of accounts closed during the year, -	36,407	2,022	.....
Income received during the year, - - -	5,795,290.16	225,895.77	.....
Dividends declared during the year, - - -	4,080,054.33	158,558.60	.....
Amount deposited including interest credited, -	26,617,980.29	1,874,421.93	.....
Amount withdrawn during the year, - - -	22,957,836.06	2,979,391.57	.....
Amount of past due paper, - - -	78,314.74	.....	6,403.71
Amount of paper charged off during the year, -	251,111.15	236,164.50	.....
Office expenses, including salaries, - - -	290,380.69	9,390.72	.....
Net amount of income from real estate owned, -	114,384.79	809.77	.....
Amount of assets yielding no income, - - -	861,462.43	62,242.36	.....
Largest amount loaned to one individual, society, or corporation, - - -	250,000.00	.....	.....

These tables show a healthy condition with an increase of deposits of \$3,660,144.23, which now amount to \$105,850,078.95, and an increase of surplus and profit and loss of \$239,406.18; also a reduction of the real estate held of \$164,037.59. The decrease of \$919,675.87 in the amount invested in government bonds is the result of the desire to capitalize the large premium they command. The reduction of \$95,593.47 in the amount of bank stock held is caused in a measure by the charging off of the stock of the Stafford National Bank, of which nine Savings Banks owned \$103,800.00.

It was suggested in our last report that it might be wise to limit, by law, the percentage of its deposits that a savings bank should be allowed to invest in any one national bank. From the experience gained during the past year we would strongly recommend that this limit be fixed at three per cent. for any one bank, and that in the aggregate the amount so invested by any savings bank shall not exceed fifteen per cent. of its deposits. There are eighteen banks that already exceed these limits, and believing that the principle is wrong of placing trust funds where a personal liability may arise we think the limits stated as large as should be allowed.



The total number of depositors has increased 9,361; the number having on deposit over \$2,000 and not over \$10,000 is 351 larger, and there are 8 more depositors than last year having over \$10,000; 10 single depositors have deposits amounting in the aggregate to \$313,135.52, an average of \$31,313.55 each; 98 single depositors in ten banks have deposits amounting to \$1,535,396.24, an average of \$15,667.31, a condition of things not contemplated by the originators of savings institutions. Great caution should be exercised in adding to the securities savings banks are allowed to invest in, absolute safety being the first consideration. In view of the difficulty which exists in securing safe investments that pay over four per cent. it might be wise to *require* banks to discriminate in dividends in favor of small depositors; the law now *permits* such discrimination, but only seven banks availed themselves of the permission during the year.

## DIVIDENDS.

The following table shows the amount of deposits on which the different rates per cent. of dividend were paid as compared with the previous year:

Rate per cent. of Dividends.	Number of Banks, 1888.	Amount of Deposits, October 1, 1888.	Number of Banks, 1887.	Amount of Deposits, 1887.
5	7	\$7,117,059.32	5	\$3,193,080.60
4½	17	15,159,677.48	20	18,234,067.10
4¼	0	.....	1	171,999.23
4	58	82,501,682.41	56	79,898,765.64
3½	0	.....	2	690,648.10
2	2	1,070,660.64	0	.....
0	1	999.10	1	1,374.05
	85	\$105,850,078.95	85	\$102,189,934.72

At our examination of the Willimantic Savings Institute on March 21st, we found a large amount of what was considered worthless paper, mostly depending on the same parties for payment but made with different combinations of names. Upon calling the attention of the directors to the fact they disavowed ever having consented to making the loans to so large an amount; the treasurer admitting this to be so and refusing to resign we felt compelled to recommend his suspension and the

scaling of the deposits fifteen per cent., which was done. A subsequent examination at a later date developed the fact that the treasurer had made false entries and that other irregularities had existed for years. This made it our duty to report the facts to the State's Attorney as provided by law.

## STATE BANKS.

There are eight State banks, their number and the amount of their capital remaining the same as last year.

The following table gives an abstract of their condition :

ASSETS.									
Loans and Discounts, -	-	-	-	-	-	-	-	-	\$4,613,723.10
Overdrafts, -	-	-	-	-	-	-	-	-	29,623.53
Stocks, Bonds, and Mortgages, -	-	-	-	-	-	-	-	-	762,184.22
Due from Banks and Bankers, -	-	-	-	-	-	-	-	-	1,030,063.24
Real Estate and Furniture and Fixtures, -	-	-	-	-	-	-	-	-	201,984.43
Current Expenses, -	-	-	-	-	-	-	-	-	12,095.40
Specie and Currency, -	-	-	-	-	-	-	-	-	325,538.98
Checks and Cash Items, -	-	-	-	-	-	-	-	-	141,409.84
Total Assets, -	-	-	-	-	-	-	-	-	\$7,116,622.74
LIABILITIES.									
Capital Stock, -	-	-	-	-	-	-	-	-	\$2,390,000.00
Surplus, -	-	-	-	-	-	-	-	-	220,000.00
Undivided Profits, -	-	-	-	-	-	-	-	-	249,124.30
Circulation outstanding, -	-	-	-	-	-	-	-	-	9,556.00
Dividends Unpaid, -	-	-	-	-	-	-	-	-	4,832.10
Individual Deposits, -	-	-	-	-	-	-	-	-	3,819,658.03
Due to Banks and Bankers, -	-	-	-	-	-	-	-	-	423,452.31
Total Liabilities, -	-	-	-	-	-	-	-	-	7,116,622.74

The Saybrook Bank of Essex became a national banking association, but owing to losses sustained while such an association its capital became so impaired that it was unable to have its corporate existence extended, as required by the national bank act. It, therefore, resumed its powers as a State bank, but it has not since been able to declare any dividends, or to make good the impairment of its capital. The directors decided to reduce the capital stock and applied to the Commissioners to determine the amount of such reduction. Believing that \$50,000 would be equal to the demands of the locality we advised the reduction of the shares from \$100 to \$50 each, making a capital stock of



\$50,000, divided into 1,000 shares of \$50 each. The stockholders have voted to make such reduction subject to the approval of the General Assembly.

#### TRUST COMPANIES.

The number of trust companies doing a banking business is eight, the number remaining the same with the same amount of capital.

The following is a summary of their condition :

ASSETS.									
Loans and discounts,	-	-	-	-	-	-	-	-	\$2,274,210.01
Overdrafts,	-	-	-	-	-	-	-	-	1,662.78
United States bonds,	-	-	-	-	-	-	-	-	1,191.25
Other stocks, bonds, and mortgages,	-	-	-	-	-	-	-	-	1,233,049.70
Due from banks and bankers,	-	-	-	-	-	-	-	-	834,642.76
Real estate and furniture and fixtures,	-	-	-	-	-	-	-	-	294,173.32
Current expenses,	-	-	-	-	-	-	-	-	4,619.16
Specie and currency,	-	-	-	-	-	-	-	-	95,498.62
Checks and cash items,	-	-	-	-	-	-	-	-	60,869.30
Total assets,	-	-	-	-	-	-	-	-	\$4,799,916.90
LIABILITIES.									
Capital stock,	-	-	-	-	-	-	-	-	\$1,036,600.00
Surplus,	-	-	-	-	-	-	-	-	227,833.96
Undivided profits,	-	-	-	-	-	-	-	-	92,176.20
Dividends unpaid,	-	-	-	-	-	-	-	-	2,309.29
Individual deposits,	-	-	-	-	-	-	-	-	3,160,730.15
Due to banks and bankers,	-	-	-	-	-	-	-	-	280,267.30
Total liabilities,	-	-	-	-	-	-	-	-	\$4,799,916.90

#### INVESTMENT COMPANIES.

The number of investment companies is increased to ten by the addition of The Iowa Mortgage Company and The Mortgage Investment Company of Connecticut, both located at Hartford, organized during the past year under special charters; The Eastern Banking Company of Hartford, a joint stock corporation, organized Nov. 17, 1887, The Western Land Company, and The Western Security Company, both of Brooklyn, also joint stock corporations. The last two were organized at an earlier date, but at the time of the last report the attention of the Commissioners had not been called to them. There is a total capital represented of \$4,111,170; the liability for debenture bonds issued is \$6,620,401, and the contingent liability for the guaran-

tee of loans sold by them is \$1,106,040. The reports in detail of these companies follow the condensed tables relating to Savings Banks and the regular banking institutions. Six of these companies are doing business under special charters, two, however, as stated in our last report,—the Equitable Trust Company of New London, and the Thames Loan and Trust Company of Norwich,—are practically in liquidation, doing no new business, but simply taking care of the interests of their clients until such time as the loans become due or the foreclosed real estate is disposed of. The remaining four are organized under the joint stock laws, and, although having representatives in this State the actual business of all of them is done at the offices of the companies in Boston, Mass.

The business conducted by investment companies is so nearly akin to “trading in bonds, notes, and other evidences of indebtedness,” as prohibited by law to joint stock corporations, and the responsibilities assumed by such companies are so great it would seem that the law should plainly prohibit the formation of joint stock corporations to carry on an investment business.

#### FOREIGN COMPANIES.

Following the reports of the home companies will be found the statements of companies organized under the laws of other States or of Territories. In our last report forty-three such reports were given, but the number is now made fifty-six by the addition of twenty new companies and the withdrawal of the seven following-named companies: The Commercial Bank Mortgage Company of Independence, Kansas; The Iowa Mortgage Company of Muscatine, Iowa; The Kansas Trust and Banking Company of Atchison, Kansas; The Nebraska and Kansas Farm Loan Company of Red Cloud, Nebraska; The Security Investment Company of Lincoln, Nebraska; The State Savings Association of Ellsworth City, Kansas, and the Western Farm Mortgage Company of Lawrence, Kansas. The total capital represented is \$12,685,510. The liability for debenture bonds issued is \$16,179,318.01, and there is a still further liability for guarantee of outstanding loans of \$63,051,999.57.

In preparing the blanks on which the reports were made it has been our aim to have clearly stated the various classes of assets and liabilities of each company and at the same time to keep the reports as uniform as possible without doing injustice



to any individual company. Briefly and generally stated, the explanation of the items is as follows:

The loans secured by first liens on real estate are those on hand unsold except in cases where they are pledged for debentures.

The loans secured by second liens on real estate represent the commissions received from the borrowers, and are taken at the time the original loans are made, and are generally made payable in installments—each installment becoming due at an interest period, the last one being due when the original loan matures, and amounting, so far as the borrower is concerned, to the difference between the interest he pays and that received by the investor. There are different ways and times of making these notes due, but the principle remains the same that they are an accommodation to the borrower in paying the commission. They are in small amounts as compared with the first mortgage loan, and if that is well secured there is little doubt but that they will be paid at maturity; as they run from one to five years and bear no interest their present worth is considerably less than their face value. Sometimes the mortgage is made in one, two notes being taken, one to be sold and the other for the commission, payable in a similar manner to the second mortgage notes. While ostensibly secured by a first mortgage, their value, if pledged for debentures, is very little more than the second mortgage commission notes. The original note in such cases is hardly as well secured as if the commission note was secured by a second mortgage.

Earned commission on debenture loans represents the difference between the interest to be received on the loans pledged and the interest to be paid on the debentures which are secured by them.

Tax Sale Certificates represents the taxes paid on the mortgaged premises to protect the investor, although they are some times bought on property in which the company has no interest, and are said to be a profitable investment.

Real Estate represents the accumulation of foreclosed property mostly at cost, the title to which in some cases is acquired by the foreclosure of the second mortgage, and is encumbered by the first mortgage in the hands of the investor, the interest being paid by the company.

Foreclosure Account represents the costs in foreclosure suits until title is acquired.

Premiums paid represent in most cases the premium or bonus paid to a firm or individual for the benefits arising from succeeding to an established business. Most companies are organized to succeed to a business before carried on by a partnership, the members of the firm becoming officers and managers of the corporation. The assets are often turned into the company, and this may account for the large amount of real estate and past due interest items in the statements of those companies that have been organized only a short time. This item of premium is an asset of uncertain value, and should be charged out of the earnings before any dividends are paid to the stockholders.

The items of past due interest show the amount paid by the company to the investor before it is collected from the borrower. Whether the loan is guaranteed or not the company pays the interest promptly to the investor, and collects from the borrower if able to do so, it of course remaining a charge upon the land until received by the company.

Past-due loans remitted for are those for which the investor has received his pay and in which he has no further interest.

In the capital stock paid in amounting in all to \$16,796,680, is included the premium before referred to that has not been charged to profit and loss.

The guaranty fund represents the amount set aside by some companies, usually a certain per cent. of the amount of loans guaranteed, and if faithfully kept for that purpose, it is a safeguard to the holder of the loans negotiated by it.

The debenture bonds outstanding amounting in all to \$22,799,719.01, are shown in detail in the report of each company with the different kinds of security pledged for their payment in each series, whether it be first or second mortgage loans, or the real estate itself, or if they are issued simply on the credit of the company. In our last report we said "the trustees should have absolute title to the securities deposited and be in full possession of all papers relating thereto." We have used our best efforts to accomplish this result and also that the agreements between the trustee and the company shall plainly state the contract, clearly defining the duties of each and that the bond itself shall



show upon its face the nature of the securities pledged for its payment so that any one using reasonable care need not be deceived.

We have been careful in dealing with the companies not to require anything but what was self-evidently right, knowing that the only authority, at least so far as the foreign companies is concerned, was the reasonableness of the requirements. We take pleasure in acknowledging the willingness of most of the companies to listen to our suggestions and the frankness with which their affairs were opened to our inspection. No supervision, however, can protect the investor unless he uses good judgment in the selection of the company with which he deals and carefully scrutinizes each investment, if it be a loan, to study its locality and all its conditions from the memoranda furnished for that purpose, and if it be a debenture bond, to be sure that it states clearly the security on which it is based.

A large amount of money has been loaned in localities that yet are an experiment so far as their becoming an agricultural success is concerned, the competition between the companies in regard to the size of loans on a given quantity of land is very great, and the more conservative ones acknowledge there is a temptation to make them too large. In view of these facts and the fact that it is so hard for our Savings Banks to prevent an over-valuation of real estate in their own localities, notwithstanding the safeguards thrown around such loans by law it is to be hoped that the door will not be thrown open for them to invest in mortgages on real estate situated out of our own State.

All of which is respectfully submitted.

G. M. LANDERS, }  
C. H. NOBLE,     } *Bank Commissioners.*





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# REPORTS OF SAVINGS BANKS,

October 1, 1888.

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## BERLIN SAVINGS BANK, KENSINGTON.

WILLIS H. UPSON, Treasurer.

INCORPORATED, 1873.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$151,388.00	Whole Amount of Deposits, \$180,340.67	
Loans on Pers'l Sec'y only, . . .	2,160.00	Surplus Account, . . .	6,825 34
United States Bonds, . . .	1,000.00	Interest Account, . . .	5,216.27
Berlin T'wn Notes and Orders, . . .	10,000.00		
Bank Stocks in Connecticut, . . .	20,846.00		
Bank Stocks in other States, . . .	3,600.00		
Real Estate by Foreclosure, . . .	950.00		
Banking House Safe, . . .	600.00		
Expense Account, . . .	263.74		
Cash in Bank, . . .	966.55		
Cash on hand, . . .	607.99		
Total Assets, . . .	\$192,382.28	Total Liabilities, . . .	\$192,382.28

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Registered, . . . . . \$	1,000.00	1,000.00	1,290.00
BANK STOCKS.			
35 shares City, Hartford, . . . . .	3,500.00	3,500.00	3,150.00
8 " Farmers & Mechan's Nat., Hartford, . . . . .	800.00	800.00	816.00
10 " First National, . . . . .	1,000.00	1,000.00	980.00
7 " National Exchange, . . . . .	350.00	350.00	399.00
33 " Conn. River Banking Co., . . . . .	1,650.00	1,485.00	1,584.00
1 " American National, . . . . .	50.00	50.00	60 00
14 " Conn. Trust & Safe Dep. Co., . . . . .	1,400.00	1,386.00	1,918.00
10 " Hartford Trust Co., . . . . .	1,000.00	1,000.00	1,230.00
3 " Middlesex County Nat., Middletown, . . . . .	300.00	300.00	300.00
13 " Middletown National, . . . . .	975.00	975.00	1,267.50
25 " Southington National, . . . . .	2,500.00	2,500.00	2,500.00
20 " First National, Meriden, . . . . .	2,000.00	2,000.00	2,200.00
25 " Thames National, Norwich, . . . . .	2,500.00	2,500.00	3,500.00
30 " Nat. B'k of Commerce, New London, . . . . .	3,000.00	3,000.00	3,450.00
12 " Merchants Ex. Nat., N. Y. City, . . . . .	600.00	600.00	720.00
10 " American Ex. Nat. " " . . . . .	1,000.00	1,000.00	1,420.00
20 " Fourth National, " " . . . . .	2,000.00	2,000.00	2,760.00

## BERLIN SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	420; total amount,	\$39,744.02
2	Number of depositors having over \$500 and less than \$1,000,	47; total amount,	32,856.06
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	49; total amount,	68,741.60
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	16; total amount,	38,998.99
6	Total number of depositors, . . . . .	532; total deposits,	\$180,340.67
7	Largest amount due a single depositor,	\$3,647.40.	
8	Number of accounts opened during the year,	48; number closed,	48.
9	Amount of income received during the year,	\$11,227.28.	
10	Amount of dividends declared during the year,	\$7,831.05.	
11	Amount deposited, including interest credited, the past year,	\$39,716.64.	
12	Amount withdrawn during the year,	\$36,413.71.	
13	Increase of deposits the past year,	\$3,302.93.	
14	Amount carried to surplus or profit and loss during the year,	\$1,638.29.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year, 4½ per cent. ; when paid,	January 1st and July 1st.	
18	State tax during the past year,	\$321.38.	
19	Total office expenses the past year, including salaries,	\$300.00.	
20	Net amount of income during the year from real estate owned,	\$132.24.	
21	What assets, if any, yielding no income during the year,	none.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$8,500.	
24	Date of annual meeting for choice of officers,	third Wednesday in July.	

OFFICERS. — President, Alfred North; Treasurer, Willis H. Upson; Directors or Trustees, Alfred North, Wm. H. Risley, Henry N. Galpin, Edward E. Stevens, Wm. Bulkley, Frank L. Wilcox, Theron Upson.



## BRIDGEPORT SAVINGS BANK.

ALEXANDER HAWLEY, Treasurer.

INCORPORATED, 1842.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$1,432,616.65	Whole Amt. of Deposits, \$3,061,576.44
Loans on Collateral Security, 134,230.40	Surplus Account, . . . 150,000.00
United States Bonds, . . . 300,000.00	Interest Account, . . . 63,024.76
Town, City, and Corp'n B'ds, 669,500.00	Profit and Loss Account, . . 6,062.66
Town, City, and Bor'gh Notes, 93,200.00	
School District Notes, . . . 13,000.00	
Railroad Bonds, . . . 372,000.00	
Bank Stocks in Connecticut, . 23,000.00	
Bank Stocks in other States, . 28,420.00	
Real Estate by Foreclosure, . 13,400.00	
Banking House, . . . 45,000.00	
Tax and Insurance Account, . 3,294.51	
Expense Account, . . . 2,077.79	
Suspense, . . . 37.00	
Cash in Bank, . . . 148,247.19	
Cash on hand, . . . 2,640.32	
Total Assets, . . . \$3,280,663.86	Total Liabilities, . . \$3,280,663.86

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Registered, . . . . . \$	300,000.00	300,000.00	387,000.00
TOWN, CITY, AND CORPORATION BONDS.			
Bridgeport Town, 4 per cent., 1903-1918,	100,000.00	100,000.00	103,000.00
Bridgeport " 4½ " 1900-1910,	39,000.00	39,000.00	40,560.00
Middletown " 6 " 1890,	1,000.00	1,000.00	1,030.00
Fairfield " 6 " 1889-1895,	25,000.00	25,000.00	26,500.00
" " 4 " 1896-1905,	30,000.00	30,000.00	30,000.00
Danbury " 5 " 1889-1893,	12,500.00	12,500.00	12,625.00
Hartford " 4½ " 1889-1904,	60,000.00	60,000.00	62,400.00
New Haven " Bridge, 4 per cent., 1902,	100,000.00	100,000.00	101,000.00
Bennington, Vt., 4 per cent., 1892-1900,	60,000.00	60,000.00	60,000.00
Fair Haven, " 4 " 1895-1905,	35,000.00	35,000.00	35,000.00
New Haven, City, 7 " 1891,	10,000.00	10,000.00	11,000.00
Bridgeport, " 5 " 1908,	60,000.00	60,000.00	66,000.00
Columbus, O., " 4 " 1889-1903,	20,000.00	20,000.00	20,000.00
St. Louis, Mo., " 5 " 1900,	15,000.00	15,000.00	16,200.00
Wallingford Borough, 4 per cent., 1902-1912,	25,000.00	25,000.00	25,000.00
Danbury " 4½ " 1895-1910,	77,000.00	77,000.00	80,080.00

## BRIDGEPORT SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.			
Chicago, Milwaukee & St. Paul:			
Prairie Duchien Div., 1898, 8 per cent., .	\$ 5,000.00	5,000.00	6,100.00
Dubuque, " 1920, 6 " .	15,000.00	15,000.00	17,100.00
La Crosse & Davenport, Div., 1919, 5 per cent.,	10,000.00	10,000.00	10,000.00
Chicago & Northwestern:			
Milwaukee & Madison, 1905, 6 per cent., .	27,000.00	27,000.00	30,240.00
Chicago & Tomah, 1905, 6 per cent., .	30,000.00	30,000.00	33,600.00
Chicago & Milwaukee, 1898, 7 per cent., .	20,000.00	20,000.00	24,000.00
N. Y. Central & Hudson River, 1903, 7 per cent.,	100,000.00	100,000.00	134,000.00
New York & Harlem, 1900, 7 per cent., .	40,000.00	40,000.00	52,800.00
Chicago, Rock Island & Pacific, 1917, 6 per cent.,	80,000.00	80,000.00	104,000.00
Ill. Central (Springfield div.), 1898, 6 per cent.,	40,000.00	40,000.00	45,600.00
Chicago, Burlington & Quincy, 1890, 7 per cent.,	5,000.00	5,000.00	5,250.00
BANK STOCKS.			
20 shares National Park, N. Y., .	2,000.00	2,000.00	3,400.00
20 " Hanover National, " .	2,000.00	2,000.00	3,800.00
26 " Gallatin " " .	1,300.00	1,300.00	2,990.00
40 " American Exchange Nat., " .	4,000.00	4,000.00	5,600.00
50 " Nat'l Bank of Commerce, " .	5,000.00	5,000.00	8,500.00
12 " Bank of the State of N. Y., " .	1,200.00	1,200.00	1,380.00
140 " Chatham Nat., " .	3,500.00	3,500.00	8,050.00
51 " Phoenix " " .	1,020.00	1,020.00	1,326.00
15 " Continental " " .	1,500.00	1,500.00	1,800.00
66 " Merchants " " .	3,300.00	3,300.00	4,554.00
30 " Importers & Traders Nat., " .	3,000.00	3,000.00	10,500.00
6 " Nat. Shoe & Leather, " .	600.00	600.00	870.00
30 " Ætna National, Hartford, . .	3,000.00	3,000.00	3,090.00
70 " Conn. " Bridgeport, . .	7,000.00	7,000.00	10,150.00
10 " City " " " . .	1,000.00	1,000.00	1,450.00
100 " First " " " . .	10,000.00	10,000.00	17,000.00
20 " Pequonnock Nat'l " " . .	2,000.00	2,000.00	2,300.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less, 7,073; total amount,	\$974,881.44
2	Number of depositors having over \$500 and less than \$1,000, . . . . . 936; total amount,	664,055.00
3	Number of depositors having \$1,000 and not over \$2,000, . . . . . 806; total amount,	1,170,395.00
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . . 87; total amount,	252,245.00
6	Total number of depositors, 8,902; total deposits,	\$3,061,576.44
7	Largest amount due a single depositor, \$9,542.35.	
8	Number of accounts opened during the year, 1,331; number closed, 1,148.	
9	Amount of income received during the year, \$157,368.30.	
10	Amount of dividends declared during the year, \$130,738.90.	
11	Amount deposited, including interest credited, the past year, \$565,955.65.	



## BRIDGEPORT SAVINGS BANK.—CONTINUED.

## MISCELLANEOUS ITEMS.—CONTINUED.

- 12 Amount withdrawn during the year, \$514,530.95.
- 13 Increase of deposits the past year, \$51,424.70.
- 14 Amount carried to surplus or profit and loss during the year, \$1,153.69.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year,  $4\frac{1}{2}$  per cent.; when paid,  $2\frac{1}{2}$  per cent. in January and 2 per cent. in July.
- 18 State tax during the past year, \$7,156.36.
- 19 Total office expenses the past year, including salaries, \$7,820.40.
- 20 Net amount of income during the year from real estate owned, \$1,610.72.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$40,000.00.
- 24 Date of annual meeting for choice of officers, June.

OFFICERS. — President, Edmund S. Hawley; Vice-Presidents, S. C. Trubee and T. B. DeForest; Treasurer, Alexander Hawley; Trustees, Philip Conrad, Ezekiel Birdsey, Wm. R. Higby, Edward Sterling, Curtis Thompson, Wm. H. Perry, F. B. Hawley, F. N. Benham, Alexander Hawley, Civilian Fones.

## THE BRISTOL SAVINGS BANK.

MILES LEWIS PECK, Treasurer.

INCORPORATED, 1870.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$678,122.00	Whole Am't of Deposits, \$1,098,939.48	
Loans on Collateral Security, . . .	67,668.00	Surplus Account, . . .	17,000.00
Loans on Pers'al Sec'ty only, . . .	72,900.00	Interest Account, . . .	31,086.84
Town, City, and Corp'n B'ds, . . .	72,000.00		
School Dist. Notes and Orders, . . .	9,045.00		
Railroad Bonds, . . .	86,000.00		
Bank Stocks in Connecticut, . . .	134,300.00		
Bank Stocks in other States, . . .	12,000.00		
Real Estate by Foreclosure, . . .	2,500.62		
Banking House, . . .	8,000.00		
Cash on hand, . . .	4,490.70		
Total Assets, . . .	\$1,147,026.32	Total Liabilities, . . .	\$1,147,026.32

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
SCHOOL DISTRICT NOTES AND ORDERS.			
Bristol First District Orders, . . . . \$	3,000.00	3,000.00	3,000.00
“ Third “ “ . . . . .	6,000.00	6,000.00	6,000.00
“ Eighth “ “ . . . . .	45.00	45.00	45.00
TOWN, CITY, AND CORPORATION BONDS.			
Bristol Town Bonds, 4 per cent., due 1898,	4,000.00	4,000.00	4,000.00
“ “ “ 4 per cent., due 1903,	12,000.00	12,000.00	12,000.00
“ “ “ 4 per cent., due 1908,	9,000.00	9,000.00	9,000.00
Hartford Town Bonds, 4½ per cent., due 1904,	8,000.00	8,000.00	8,000.00
Cincinnati City Bonds, 6 per cent., due 1906,	5,000.00	5,500.00	6,000.00
“ “ “ 7 per cent., due 1908,	2,000.00	2,250.00	2,500.00
“ “ “ 7 <sup>3</sup> / <sub>10</sub> per cent., due 1906,	5,000.00	6,250.00	6,500.00
“ “ “ 7 <sup>3</sup> / <sub>10</sub> per cent., due 1902,	8,000.00	10,000.00	10,000.00
New Haven City Bonds, 3½ per cent., due 1902,	2,000.00	2,000.00	2,000.00
“ “ “ 3½ per cent., due 1903,	2,000.00	2,000.00	2,000.00
“ “ “ 3½ per cent., due 1904,	2,000.00	2,000.00	2,000.00
“ “ “ 3½ per cent., due 1905,	3,000.00	3,000.00	3,000.00
“ “ “ 3½ per cent., due 1906,	2,000.00	2,000.00	2,000.00
“ “ “ 3½ per cent., due 1907,	2,000.00	2,000.00	2,000.00
“ “ “ 3½ per cent., due 1908,	2,000.00	2,000.00	2,000.00
RAILROAD BONDS.			
N. Y. Cent. & Hud. River, 7s, 1903,	10,000.00	12,000.00	13,400.00
C. M. & St. Paul, Mineral Point, 5s, 1910,	20,000.00	20,000.00	20,500.00
“ “ Mil. & St. Paul, 7s, 1903,	5,000.00	5,500.00	6,000.00
“ “ Chic. & Pac., West., 5s, 1921,	10,000.00	10,000.00	10,500.00
“ “ Dubuque, 6s, 1920,	10,000.00	10,500.00	11,000.00
“ “ South Western, 6s, 1909,	10,000.00	10,500.00	11,400.00
Wisconsin Valley, 7s, 1909,	10,000.00	11,500.00	12,000.00
Chic. & N. W., Northwestern Union, 7s, 1917,	5,000.00	6,000.00	7,200.00



## BRISTOL SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.						
44 shares	Hartford National,	Hartford, \$		4,400.00	6,000.00	6,600.00
80 "	National Exchange,	"		4,000.00	4,000.00	4,600.00
300 "	American National,	"		15,000.00	18,000.00	18,750.00
50 "	Charter Oak National,	"		5,000.00	5,000.00	5,100.00
24 "	Ætna National,	"		2,400.00	2,400.00	2,448.00
40 "	Farmers & Mechanics Nat.,	"		4,000.00	4,000.00	4,080.00
6 "	City,	"		600.00	600.00	550.00
20 "	Mercantile National,	"		2,000.00	2,000.00	1,700.00
96 "	First National,	"		9,600.00	9,600.00	9,600.00
72 "	Phoenix National,	"		7,200.00	7,600.00	8,280.00
25 "	Conn. Tr. & Safe Dep. Co.,	"		2,500.00	3,000.00	3,375.00
5 "	State,	"		500.00	500.00	450.00
61 "	Yale National,	New Haven,		6,100.00	6,100.00	6,710.00
6 "	Merchants National,	"		300.00	300.00	342.00
15 "	Tradesmens National,	"		1,500.00	2,000.00	2,100.00
13 "	Home National,	Meriden,		1,300.00	1,300.00	1,560.00
10 "	First National,	"		1,000.00	1,000.00	1,100.00
12 "	Central National,	Middletown,		900.00	900.00	1,170.00
10 "	First National,	"		1,000.00	1,000.00	1,100.00
50 "	First National,	Norwich,		5,000.00	5,000.00	5,000.00
13 "	Merchants National,	"		1,300.00	1,300.00	1,300.00
5 "	First National,	Portland,		500.00	500.00	535.00
9 "	Rockville National,	Rockville,		900.00	900.00	990.00
30 "	National Pahquioque,	Danbury,		3,000.00	3,000.00	3,600.00
35 "	Deep River National,	Deep River,		3,500.00	3,500.00	4,200.00
100 "	Bristol National,	Bristol,		10,000.00	12,500.00	13,500.00
25 "	New Britain National,	N. Britain,		2,500.00	3,000.00	3,500.00
50 "	Mechanics National,	"		5,000.00	5,000.00	5,250.00
23 "	First National,	Wallingford,		2,300.00	2,300.00	2,530.00
60 "	Southington National,	Southington,		6,000.00	6,000.00	6,000.00
100 "	Manufacturers Nat.,	Waterbury,		10,000.00	11,000.00	13,000.00
50 "	Fourth National,	"		5,000.00	5,000.00	5,000.00
20 "	Fourth National,	New York,		2,000.00	2,000.00	2,780.00
100 "	Western National,	"		10,000.00	10,000.00	9,500.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	3,043; total amount,	\$331,290.54
2	Number of depositors having over \$500 and less than \$1,000,	376; total amount,	252,479.81
3	Number of depositors having \$1,000 and not over \$2,000,	231; total amount,	318,736.72
4	Number of depositors having over \$2,000 and not over \$10,000,	75; total amount,	196,430.41
6	Total number of depositors,	3,725; total deposits,	\$1,098,937.48
7	Largest amount due a single depositor,	\$3,854.55.	
8	Number of accounts opened during the year,	698; number closed,	413.
9	Amount of income received during the year,	\$61,604.04.	

## BRISTOL SAVINGS BANK. — CONTINUED.

- 10 Amount of dividends declared during the year, \$45,008.95.
- 11 Amount deposited, including interest credited, the past year, \$354,295.92.
- 12 Amount withdrawn during the year, \$270,992.77.
- 13 Increase of deposits the past year, \$83,303.15.
- 14 Amount carried to surplus during the year, \$3,000.00.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, \$2,000.00.
- 17 Rate of dividend the last year,  $4\frac{1}{2}$  per cent. on accounts up to \$2,000, and 4 per cent. in excess of \$2,000; when paid, January and July.
- 18 State tax during the past year, \$2,412.97.
- 19 Total office expenses the past year, including salaries, \$2,913.72.
- 20 Net amount of income during the year from real estate owned, \$311.96.
- 21 What assets, if any, yielding no income during the year, \$20,000, bank stock.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$40,000.00.
- 24 Date of annual meeting for choice of officers, third Monday in July.

OFFICERS. — President, Henry A. Seymour; Treasurer, Miles Lewis Peck, Directors or Trustees, Henry A. Seymour, Elbert E. Thorpe, Edward B. Dunbar, Nathan L. Birge, Julius R. Mitchell, N. Taylor Baldwin, Edward N. Pierce, Laporte Hubbell, Lester Goodenough, Gad Norton, David S. Miller.



## BROOKLYN SAVINGS BANK.

CLARENCE A. POTTER, Treasurer.

INCORPORATED, 1872.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$251,095.00	Whole Am't of Deposits, \$653,592.92
Loans on Collateral Security, 57,930.00	Surplus Account, . . 10,000.00
Loans on Pers'al Sec'y only, 1,500.00	Interest Account, . . 3,084.53
Town, City, and Corp'n B'ds, 92,000.00	Profit and Loss Account, . 2,362.12
Town, City, and Borough Notes and Orders, . . . 16,500.00	
School Dist. Notes and Orders, 200.00	
Railroad Bonds, . . 136,500.00	
Bank Stocks in Connecticut, 27,500.00	
Real estate by Foreclosure, 17,695.05	
Ex. on Real Estate and Taxes, 3,893.26	
Insurance Account, . . 12.25	
Expense Account, . . . 169.35	
Premium Account, . . 38,500.00	
Cash in Bank, . . . 20,470.57	
Cash on hand, . . . 5,074.09	
Total Assets, . . . \$669,039.57	Total Liabilities, . . \$669,039.57

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET. VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Brooklyn, . . . . . \$	12,000.00	12,000.00	12,000.00
Canterbury, . . . . .	2,500.00	2,500.00	2,500.00
County of Windham, . . . . .	2,000.00	2,000.00	2,000.00
SCHOOL DISTRICT NOTES AND ORDERS.			
District No. 6 of Killingly, . . . . .	200.00	200.00	200.00
TOWN, CITY, AND CORPORATION BONDS.			
City of Hartford, Conn., 6 per cent., 1897,	7,000.00	7,000.00	8,400.00
“ Meriden, “ 6 “ 1893,	5,000.00	5,000.00	5,500.00
“ “ “ 6 “ 1896,	5,000.00	5,000.00	5,900.00
“ Lynn, Mass., 6 “ 1891,	2,000.00	2,000.00	2,140.00
“ Cincinnati, Ohio, 7 <sup>3</sup> / <sub>10</sub> “ 1902,	10,000.00	10,000.00	13,200.00
“ “ “ 7 “ 1908,	6,000.00	6,000.00	7,800.00
“ “ “ 6 “ 1906,	4,000.00	4,000.00	5,000.00
“ St. Louis, Mo., 4 “ 1905,	13,000.00	13,000.00	13,450.00
“ Bath, Maine, 4 “ 1911-1921,	15,000.00	15,000.00	15,000.00
Borough of Willimantic, 4 “ 1904,	10,000.00	10,000.00	10,300.00
Town of Essex, 4 <sup>1</sup> / <sub>2</sub> “ 1900,	5,000.00	5,000.00	5,200.00
“ Norwalk, 4 “ 1891-1921,	10,000.00	10,000.00	10,300.00

## BROOKLYN SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.			
Shamokin Valley & Pottsville, 7s, 1901, . \$	8,000.00	8,000.00	9,600.00
Chicago and Northwestern:—			
Madison Extension, 7s, 1911, .	19,000.00	19,000.00	24,890.00
Menominee Extension, 7s, 1911, .	20,000.00	20,000.00	26,200.00
Northwestern Union, 7s, 1917, .	25,000.00	25,000.00	33,750.00
Ottumwa, Cedar Falls & St. Paul, 5s, 1909, .	20,000.00	20,000.00	21,400.00
Chicago, Milwaukee and St. Paul:—			
Wisconsin Valley Division, 7s, 1909, .	8,500.00	8,500.00	11,000.00
Chicago & Pacific Division, 6s, 1910, .	16,000.00	16,000.00	18,720.00
Chi. & Pac. West. Division, 5s, 1921, .	10,000.00	10,000.00	10,400.00
Mineral Point Division, 5s, 1910, .	10,000.00	10,000.00	10,000.00
BANK STOCKS.			
100 shares Windham Co. National, Brooklyn, .	10,000.00	10,000.00	10,000.00
10   "   First                      Killingly, .	1,000.00	1,000.00	1,000.00
50   "   "                         Norwich, .	5,000.00	5,000.00	4,500.00
50   "   Second                   "       "	5,000.00	5,000.00	5,750.00
25   "   Merchants               "       "	2,500.00	2,500.00	2,750.00
30   "   Thames                   "       "	3,000.00	3,000.00	4,200.00
10   "   Home                     Meriden, .	1,000.00	1,000.00	1,200.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less, 1,216; total amount,	\$171,538.56
2	Number of depositors having over \$500 and less than \$1,000, 249; total amount,	176,983.23
3	Number of depositors having \$1,000 and not over \$2,000, 141; total amount,	184,726.46
4	Number of depositors having over \$2,000 and not over \$10,000, 39; total amount,	120,344.67
6	Total number of depositors, 1,645; total deposits,	\$653,592.92
7	Largest amount due a single depositor, \$7,329.96.	
8	Number of accounts opened during the year, 239; number closed, 135.	
9	Amount of income received during the year, \$32,438.92.	
10	Amount of dividends declared during the year, \$24,711.27.	
11	Amount deposited, including interest credited the past year, \$114,223.43.	
12	Amount withdrawn during the year, \$97,342.74.	
13	Increase of deposits the past year, \$16,880.69.	
14	Amount carried to surplus or profit and loss during the year, \$4,589.82.	
15	Amount of paper past due, none.	
16	Amount of paper charged off the past year, none.	
17	Rate of dividend the last year, 4 per cent.; when paid, March and September.	
18	State tax during the past year, \$1,390.84.	
19	Total office expenses the past year, including salaries, \$1,746.99.	
20	Net amount of income during the year from real estate owned, \$199.67.	
21	What assets, if any, yielding no income during the year, none.	
22	Are all loans upon real estate secured by first mortgage? Yes.	
23	Largest amount loaned to one individual company, society, or corporation, \$13,500.	
24	Date of annual meeting for choice of officers, July.	

OFFICERS.—President, Marvin H. Sanger; Vice-President, Frank E. Baker; Treasurer, Clarence A. Potter; Directors or Trustees, John Palmer, William H. Putnam, John P. Wood, Alfred Pray, Thomas R. Baxter, Preston B. Sibley, Charles G. Williams.



## CANAAN SAVINGS BANK.

JOSEPH W. PEET, Treasurer.

INCORPORATED, 1872.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . . \$26,717.00	Whole Amount of Deposits, \$127,768.55
Loans on Collateral Security, . . . 1,076.36	Surplus Account, . . . 6,060.23
Loans on Personal Security only, 6,532.00	Interest Account, . . . 2,614.78
United States Bonds, . . . 17,873.14	Profit and Loss, . . . 8.78
Town, City, and Corp'n B'ds, 25,382.11	
Railroad Bonds, . . . 35,443.75	
Bank Stocks in Connecticut, 4,390.00	
Bank Stocks in other States, 5,147.50	
Cash in Bank, . . . 7,861.32	
Cash on hand, . . . 6,029.16	
Total Assets, . . . \$136,452.34	Total Liabilities, . . . \$136,452.34

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Registered, . . . . . \$	14,700.00	17,444.76	18,963.00
4s of 1907, Coupon, . . . . .	400.00	428.38	516.00
TOWN, CITY, AND CORPORATION BONDS.			
City of Waterbury, 4 per cent., due 1904, . . .	3,000.00	3,000.00	3,300.00
City of Danbury, " " " " . . .	8,000.00	8,545.20	8,800.00
Borough of Norwalk, " " " $\frac{10}{40}$ . . .	5,000.00	5,000.00	5,500.00
City of New Haven, " " " 1897, . . .	2,000.00	2,000.00	2,100.00
City of Worcester, Mass., 4 per cent., due 1938, . . .	5,000.00	5,477.81	5,477.81
City of Cincinnati, O., $7\frac{3}{10}$ per cent., due 1906, . . .	1,000.00	1,359.10	1,359.10
RAILROAD BONDS.			
N. Y. Central & Hudson River, 7 p. c., due 1903, . . .	11,000.00	14,612.50	14,850.00
Chicago, R. I. & Pacific, 6 per cent., due 1917, . . .	15,000.00	18,831.25	20,250.00
N. Y., N. H. & Hartford, 4 " " 1903, . . .	2,000.00	2,000.00	2,200.00
BANK STOCKS.			
31 shares American Exchange Nat., New York, . . .	3,100.00	3,100.00	4,402.00
10 " Fourth " " . . .	1,000.00	1,000.00	1,370.00
10 " Central " " . . .	1,000.00	997.50	1,300.00
5 " Metropolitan " " . . .	500.00	50.00	62.50
35 " National Iron Bank, Falls Village, . . .	3,500.00	4,390.00	4,390.00

## CANAAH SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	531; total amount, \$67,831.36
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	47; total amount, 22,235.97
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	24; total amount, 29,163.75
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	4; total amount, 8,537.47
6	Total number of depositors, . . . . .	606; total deposits, \$127,768.55
7	Largest amount due a single depositor, \$2,261.67.	
8	Number of accounts opened during the year, 106; number closed, 72.	
9	Amount of income received during the year, \$6,374.59.	
10	Amount of dividends declared during the year, \$4,803.48.	
11	Amount deposited, including interest credited, the past year, \$49,498.89.	
12	Amount withdrawn during the year, \$40,914.79.	
13	Increase of deposits the past year, \$8,584.10.	
14	Amount carried to surplus or profit and loss during the year, \$1,187.07.	
15	Amount of paper past due, none.	
16	Amount of paper charged off the past year, \$1,515.87. Premium on bonds and bank stock.	
17	Rate of dividend the last year, 4 per cent.; when paid, April and October.	
18	State tax during the past year, \$179.38.	
19	Total office expenses the past year, including salaries, \$580.92.	
20	Net amount of income during the year from real estate owned, none.	
21	What assets, if any, yielding no income during the year, \$1,611.00.	
22	Are all loans upon real estate secured by first mortgage? As far as known.	
23	Largest amount loaned to one individual company, society, or corporation, \$2,600.00.	
24	Date of annual meeting for choice of officers, 2d Tuesday in July.	

OFFICERS.—President, Samuel A. Bennett; Treasurer, Joseph W. Peet; Directors or Trustees, Daniel L. Freemans, George L. Parsons, George S. Fuller, George W. Cowdrey, John B. Reed.

## THE CHELSEA SAVINGS BANK, NORWICH.

GEORGE D. COIT, Treasurer.

INCORPORATED, 1858.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . \$1,189,676.50	Whole Am't of Deposits, . \$4,006,426.10
Loans on Collateral Security, 572,611.67	Surplus Account, . . . 90,000.00
Loans on Pers'al Sec'ty only, 9,280.39	Interest Account, . . . 9,081.97
United States Bonds, . 400,000.00	Rent Account, . . . . 96.00
State Bonds, . 60,000.00	Profit and Loss Account, . 48,196.97
Town, City, and Corp'n B'ds, 542,000.00	
Town, City, and Bor'gh Ord's, 22,000.00	
Railroad Bonds, . . 1,044,000.00	
Bank Stocks in Connecticut, 15,000.00	
Bank Stocks in other States, 76,300.00	
Real Estate by Foreclosure, 120,289.28	
Banking House, . . 23,450.00	
Tax Account, . . . 650.06	
Insurance Account, . . 75.00	
Expense Account, . . 582.12	
Cash in Bank, . . . 75,498.14	
Cash on hand, . . . 2,387.88	
Total Assets, . . \$4,153,801.04	Total Liabilities, . \$4,153,801.04

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Registered, . . . . \$	400,000.00	400,000.00	516,000.00
STATE BONDS.			
Connecticut 3s, 1910, . . . . .	60,000.00	60,000.00	60,000.00
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Willington, . . . . .	7,000.00	7,000.00	7,000.00
City of Norwich, . . . . .	15,000.00	15,000.00	15,000.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Colchester, 4s, 1897, . . .	20,000.00	20,000.00	20,000.00
" Greenwich, 4s, 1912, . . .	160,000.00	160,000.00	160,000.00
" New Haven, 6s, 1889, . . .	20,000.00	20,000.00	20,000.00
" Old Saybrook, 5s, 1894, . . .	17,000.00	17,000.00	17,510.00
" Preston, 4s, 1906, . . .	40,000.00	40,000.00	40,000.00
" Vernon, 3s, 1906, . . .	60,000.00	60,000.00	57,000.00
City of Cincinnati, O., Gold, 6s, 1906, . . .	69,000.00	69,000.00	84,870.00
" " C'cy, 6s, 1909, . . .	27,000.00	27,000.00	33,210.00
" " 7s, 1902, . . .	2,000.00	2,000.00	2,560.00
" " 7s, 1904, . . .	12,000.00	12,000.00	15,480.00
" " 7s, 1908, . . .	3,000.00	3,000.00	3,990.00
" " 7-30s, 1902, . . .	22,000.00	22,000.00	28,765.00
" " 7-30s, 1906, . . .	15,000.00	15,000.00	20,175.00



## THE CHELSEA SAVINGS BANK, NORWICH. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
City of Chicago, Ill., 7s, 1892-4, . . \$	7,000.00	7,000.00	8,015.00
“ Cleveland, O., 6s, 1896, . .	5,000.00	5,000.00	5,600.00
“ Columbus, O., 6s, 1898, . .	63,000.00	63,000.00	65,520.00
RAILROAD BONDS.			
Albany & Susquehanna, 7s, 1906,	25,000.00	25,000.00	32,500.00
Buffalo, New York & Erie, 7s, 1916,	25,000.00	25,000.00	34,000.00
Chicago & Alton, 7s, 1893,	13,000.00	13,000.00	14,625.00
Louisiana & Missouri River, 7s, 1900,	100,000.00	100,000.00	120,000.00
St. Louis, Jacksonville & Chicago, 7s, 1894,	150,000.00	150,000.00	169,500.00
Chic., Mil. & St. Paul, Dubuque Div., 6s, 1920,	10,000.00	10,000.00	11,500.00
LaCrosse & Davenport Div., 5s, 1919,	25,000.00	25,000.00	25,000.00
Southwest Div., 6s, 1909,	25,000.00	25,000.00	27,500.00
Wisconsin Valley, 7s, 1909,	35,000.00	35,000.00	42,875.00
Chic. & N'w'n, Ced. Rap. & Mo. Riv., 7s, 1916,	35,000.00	35,000.00	46,200.00
Chicago & Milwaukee, 7s, 1898,	25,000.00	25,000.00	30,125.00
Des Moines & Minneapolis, 7s, 1907,	16,000.00	16,000.00	19,520.00
Madison Extension, 7s, 1911,	50,000.00	50,000.00	61,000.00
Menominee Extension, 7s, 1911,	19,000.00	19,000.00	25,555.00
Northwestern Union, 7s, 1917,	85,000.00	85,000.00	119,000.00
Cincinnati, Hamilton & Dayton, 6s, 1905,	5,000.00	5,000.00	5,600.00
Columbus & Xenia, 7s, 1890,	4,000.00	4,000.00	4,300.00
Delaware & Bound Brook, 7s, 1905,	25,000.00	25,000.00	32,500.00
Iowa Falls & Sioux City, 7s, 1917,	25,000.00	25,000.00	33,000.00
Jeffersonville, Madison & Indianapolis, 7s, 1906,	14,000.00	14,000.00	15,960.00
Joliet & Northern Indiana, 7s, 1907,	50,000.00	50,000.00	60,000.00
Lawrence, 7s, 1895,	10,000.00	10,000.00	11,500.00
Mineral Range, 8s, 1888,	25,000.00	25,000.00	25,000.00
Morris & Essex, 7s, 1914,	14,000.00	14,000.00	19,850.00
Naugatuck, 4s, 1913,	100,000.00	100,000.00	100,000.00
New York Central & Hudson River, 7s, 1903,	50,000.00	50,000.00	67,500.00
Southwest Pennsylvania, 7s, 1917,	56,000.00	56,000.00	74,480.00
Staten Island, 7s, 1893,	17,000.00	17,000.00	19,210.00
Terre Haute & Indianapolis, 7s, 1893,	11,000.00	11,000.00	12,430.00
BANK STOCKS.			
150 shares Thames National, Norwich,	15,000.00	15,000.00	21,000.00
100 “ American Exchange Nat., New York,	10,000.00	10,000.00	14,050.00
66 “ Central National, “	6,600.00	6,600.00	8,580.00
100 “ National Commerce, “	10,000.00	10,000.00	17,000.00
81 “ Continental National, “	8,100.00	8,100.00	10,125.00
10 “ Corn Exchange, “	1,000.00	1,000.00	2,120.00
120 “ Fourth National, “	12,000.00	12,000.00	16,500.00
60 “ Hanover National, “	6,000.00	6,000.00	11,700.00
30 “ Importers and Traders Nat., “	3,000.00	3,000.00	10,800.00
100 “ Merchants National, “	5,000.00	5,000.00	7,000.00
100 “ Merchants Exchange Nat., “	5,000.00	5,000.00	5,900.00
50 “ Nassau, “	2,500.00	2,500.00	3,850.00
37 “ Ninth National, “	3,700.00	3,700.00	4,884.00
34 “ National Shoe and Leather, “	3,400.00	3,400.00	5,032.00

## THE CHELSEA SAVINGS BANK, NORWICH. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	3,437; total amount,	\$524,206.01
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	844; total amount,	598,123.23
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	804; total amount,	1,071,370.33
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	466; total amount,	1,602,523.36
5	Number of depositors having over \$10,000,	9; total amount,	210,203.17
6	Total number of depositors, . . . . .	5,560; total deposits,	\$4,006,426.10
7	Largest amount due a single depositor,	\$97,355.46.	
8	Number of accounts opened during the year,	741; number closed,	607.
9	Amount of income received during the year,	\$217,227.75.	
10	Amount of dividends declared during the year,	\$153,127.03.	
11	Amount deposited, including interest credited, the past year,	\$869,188.56.	
12	Amount withdrawn during the year,	\$725,474.17.	
13	Increase of deposits the past year,	\$143,714.39.	
14	Amount carried to surplus or profit and loss during the year, Surplus \$10,000; Profit and Loss,	\$33,609.56.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year,	4 per cent.; when paid,	March and September 1st.
18	State tax during the past year,	\$8,767.60.	
19	Total office expenses the past year, including salaries,	\$8,017.95.	
20	Net amount of income during the year from real estate owned,	\$4,475.78.	
21	What assets, if any, yielding no income during the year,	\$51,775.00.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation, \$100,000.		
24	Date of annual meeting for choice of officers.	Third Wednesday in September.	

OFFICERS. — President, Henry Bill; Vice-Presidents, John T. Wait, James A. Hovey, Edward Harland; Directors, John P. Barstow, O. J. Lamb, Oliver P. Avery, George D. Coit, Henry H. Gallup, David A. Billings, William A. Slater, William N. Blackstone, John C. Averill; Secretary and Treasurer, George D. Coit; Assistant Treasurer, Charles B. Chapman.

## CHESTER SAVINGS BANK.

E. C. HUNGERFORD, Treasurer.

INCORPORATED, 1871.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$85,112.95	Whole Amount of Deposits, \$	150,031.38
Loans on Collateral Security, . . .	2,480.00	Surplus Account, . . .	4,750.00
Loans on Pers'al Sec'ty only, . . .	6,790.00	Interest Account, . . .	1,305.24
Town, City, and Corp. Bonds, . . .	15,500.00		
School Dist. Notes and Orders, . . .	325.00		
Railroad Bonds, . . .	15,500.00		
Bank Stocks in Connecticut, . . .	19,530.00		
Bank Stocks in other States, . . .	5,421.25		
Expense Account, . . .	10.32		
Office Furniture, . . .	220.00		
Cash in Bank, . . .	4,808.25		
Cash on hand, . . .	388.85		
Total Assets, . . .	\$156,086.62	Total Liabilities, . . .	\$156,086.62

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
SCHOOL DISTRICT NOTES AND ORDERS.			
School Districts in Chester, Conn., . . . . \$	325.00	325.00	325.00
TOWN, CITY, AND CORPORATION BONDS.			
Cincinnati, Ohio, . . . 6s, currency, 1909,	3,000.00	3,000.00	3,600.00
Cincinnati, Ohio, . . . 6s, gold, 1906,	3,000.00	3,000.00	3,600.00
St. Louis, Missouri, . . . 6s, gold, 1890,	3,000.00	3,000.00	3,000.00
St. Louis, Missouri, . . . 6s, gold, 1891,	3,000.00	3,000.00	3,000.00
Columbus, Ohio, . . . 4s, currency, 1912,	3,000.00	3,000.00	3,000.00
Town of Groton, Conn., . . . 6s, 1893,	500.00	500.00	575.00
RAILROAD BONDS.			
Chicago & Northwestern:—			
Menominee Extension, . . . 7s, 1911,	3,000.00	3,500.00	3,840.00
Mineral Range R. R. Co., . . . 5s, 1915,	3,000.00	3,000.00	3,000.00
Chicago, Milwaukee & St. Paul:—			
Dubuque Division, . . . 6s, 1920,	3,000.00	3,000.00	3,450.00
Atchison, Topeka & Santa Fe:—			
Land Grants, . . . 7s, 1900,	5,000.00	6,000.00	6,000.00
BANK STOCKS.			
80 shares Deep River National, Deep River, Conn.	8,000.00	10,400.00	10,000.00
25 " First " Middletown, "	2,500.00	2,500.00	2,500.00
20 " Nat. Bank of N. E., East Haddam, "	2,000.00	2,405.00	2,405.00



## CHESTER SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.—CONTINUED.				
24 shares	City Bank, Hartford, Conn., \$	2,400.00	2,025.00	2,232.00
10 "	Home National, Meriden, "	1,000.00	1,300.00	1,250.00
9 "	Saybrook Bank, Essex, "	900.00	900.00	490.00
20 "	Central National, New York City,	2,000.00	2,081.25	2,620.00
10 "	National Park Bank, " "	1,000.00	1,013.75	1,720.00
11 "	Fourth National, " "	1,100.00	1,126.25	1,529.00
24 "	Merchants Ex. Nat'l, " "	1,200.00	1,200.00	1,440.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	467; total amount, \$40,500.15
2	Number of depositors having over \$500 and less than \$1,000,	57; total amount, 40,916.42
3	Number of depositors having \$1,000 and not over \$2,000,	36; total amount, 49,385.14
4	Number of depositors having over \$2,000 and not over \$10,000,	6; total amount, 19,229.67
6	Total number of depositors,	566; total deposits, \$150,031.38
7	Largest amount due a single depositor,	\$4,776.78.
8	Number of accounts opened during the year,	77; number closed, 66.
9	Amount of income received during the year,	\$8,398.27.
10	Amount of dividends declared during the year,	\$6,320.57.
11	Amount deposited, including interest credited, the past year,	\$26,050.47.
12	Amount withdrawn during the year,	\$18,682.75.
13	Increase of deposits the past year,	\$7,367.72.
14	Amount carried to surplus or profit and loss during the year,	\$650.
15	Amount of paper past due,	\$79.85.
16	Amount of paper charged off the past year,	none.
17	Rate of dividend the last year, $4\frac{1}{2}$ per cent.; when paid, $2\frac{1}{4}$ February 1st, and $2\frac{1}{4}$ August 1st.	
18	State tax during the past year,	\$231.16.
19	Total office expenses the past year, including salaries,	\$645.45.
20	Net amount of income during the year from real estate owned,	none.
21	What assets, if any, yielding no income during the year,	\$6,575.
22	Are all loans upon real estate secured by first mortgage?	Yes.
23	Largest amount loaned to one individual company, society, or corporation,	\$2,000.
24	Date of annual meeting for choice of officers,	second Monday in July.

OFFICERS.—President, Charles L. Griswold; Vice-President, William H. Sullivan; Treasurer, Edward C. Hungerford; Directors, George Jones, Ambrose Pratt, S. W. Turner, George W. Smith, Hiram H. Clark, C. G. Ladd, N. C. Perry, Fisk Shailer, John W. Marvin.

## CITIZENS SAVINGS BANK, STAMFORD.

HENRY V. RIKER, Treasurer.

INCORPORATED, 1869.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$599,742.00	Whole Am't. of Deposits, \$1,299,972.72
Loans on Collateral Security, 152,317.00	Surplus Account, . . . 43,000.00
Loans on Personal Sec'y only, 12,600.00	Interest Account, . . . 3,831.49
United States Bonds, . . 100,000.00	
Town, City, and Corp'n B'ds, 133,000.00	
Darien Town Notes and Orders, 6,339.98	
Railroad Bonds, . . . 252,000.00	
Bank Stocks in Connecticut, 39,800.00	
Bank Stocks in other States, 38,500.00	
Real Estate by Foreclosure, 4,500.00	
Cash in Bank, . . . . 8,005.23	
Total Assets, . . . \$1,346,804.21	Total Liabilities, . . \$1,346,804.21

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Fours of 1907, Registered, . . . . \$	50,000.00	50,000.00	65,000.00
Currency Sixes, . . . . .	50,000.00	50,000.00	65,000.00
TOWN, CITY, AND CORPORATION BONDS.			
Middletown, Conn., 6s, 1901, . .	10,000.00	10,000.00	12,000.00
Brooklyn, N. Y., 6s, 1924, . .	10,000.00	10,000.00	15,000.00
New York City, N. Y., 6s, 1905, . .	10,000.00	10,000.00	13,000.00
Cincinnati, Ohio, 7 <sup>3</sup> / <sub>10</sub> s, 1906, . .	1,000.00	1,000.00	1,300.00
Stamford, Conn., Borough, 4s, 1906, . .	20,000.00	20,000.00	22,000.00
Stamford, " Town, 6s, 1890, . .	32,000.00	32,000.00	33,600.00
Norwalk, " Borough, 4s, 1926, . .	50,000.00	50,000.00	55,000.00
RAILROAD BONDS.			
New York, New Haven & Hartford, 4s, 1903,	20,000.00	20,000.00	22,000.00
Morris & Essex, 7s, 1914,	10,000.00	13,000.00	14,000.00
Pittsburg, Ft. Wayne & Chicago, 7s, 1912,	10,000.00	13,000.00	14,000.00
Chic. & Northwest'n, Menominee Ex., 7s, 1911,	10,000.00	13,000.00	14,000.00
New York & Harlem, 7s, 1900,	50,000.00	65,000.00	66,500.00
New York Central & Hudson River, 7s, 1903,	50,000.00	65,000.00	67,500.00
Chicago, Rock Island & Pacific, 6s, 1917,	50,000.00	63,000.00	66,000.00

## CITIZENS SAVINGS BANK, STAMFORD. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
219 shares	First National, Stamford, . . . \$	21,900.00	36,000.00	54,750.00
4 "	Stamford " " . . .	120.00	200.00	200.00
20 "	City National, South Norwalk, . . .	2,000.00	2,000.00	2,100.00
13 "	National Bank of Norwalk, . . .	1,600.00	1,600.00	1,760.00
25 "	Western National, New York, . . .	2,500.00	2,500.00	2,500.00
100 "	Fourth " " . . .	10,000.00	10,000.00	14,000.00
100 "	American Exchange Nat., New York, . . .	10,000.00	12,000.00	14,000.00
100 "	National Park, New York, . . .	10,000.00	14,000.00	17,500.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,027; total amount,	\$285,956.67
2	Number of depositors having over \$500 and less than \$1,000, . . .	386; total amount,	266,170.59
3	Number of depositors having \$1,000 and not over \$2,000, . . .	307; total amount,	400,539.05
4	Number of depositors having over \$2,000 and not over \$10,000, . . .	109; total amount,	347,306.41
6	Total number of depositors, . . .	2,829; total deposits,	\$1,299,972.72
7	Largest amount due a single depositor,	\$9,380.59.	
8	Number of accounts opened during the year,	570; number closed,	480.
9	Amount of income received during the year,	\$65,189.41.	
10	Amount of dividends declared during the year,	\$45,476.59.	
11	Amount deposited, including interest credited, the past year,	\$447,479.72.	
12	Amount withdrawn during the year,	\$314,551.95.	
13	Increase of deposits the past year,	\$132,927.77.	
14	Amount carried to surplus or profit and loss during the year,	\$4,000.00.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year, 4 per cent.; when paid,	Jan. and July.	
18	State tax during the past year,	\$2,858.05.	
19	Total office expenses the past year, including salaries,	\$3,308.35.	
20	Net amount of income during the year from real estate owned,	none.	
21	What assets, if any, yielding no income during the year,	\$7,000.00.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$33,000.00.	
24	Date of annual meeting for choice of officers,	first Thursday in July.	

OFFICERS. — President, Seth S. Cook; Treasurer, Henry V. Riker; Directors or Trustees, Seth S. Cook, Chas. W. Brown, William Hoyt, T. H. H. Messinger, Charles Gaylor, John P. Hamilton, Henry V. Riker.



## CITY SAVINGS BANK OF BRIDGEPORT.

WILLIAM B. HINCKS, Treasurer.

INCORPORATED, 1859.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . \$1,234,069.86	Whole Am't. of Deposits, \$2,648,740.90
Loans on Collateral Security, 43,025.00	Surplus Account, . . 108,000.00
Loans on Pers'al Sec'ty only, 48,250.00	Interest Account, . . 51,718.97
Town, City, and Corp'n B'ds, 498,000.00	
Town, City, and Bor'gh Ord's, 54,500.00	
School District Orders, . 12,000.00	
Railroad Bonds, . . 665,000.00	
Bank Stocks in Connecticut, 86,000.00	
Real Estate by Foreclosure, 38,819.83	
Banking House, . . 44,300.00	
Cash in Bank, . . 74,186.66	
Cash on hand, . . 10,309.02	
<b>Total Assets, . \$2,808,459.87</b>	<b>Total Liabilities, \$2,808,459.87</b>

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
<b>TOWN, CITY, AND CORPORATION BONDS.</b>			
Bridgeport City, 7s, 1891, . . \$	175,000.00	175,000.00	189,000.00
Rochester, N. Y., " 7s, 1893, . .	100,000.00	100,000.00	115,000.00
St. Louis, Mo., " 6s, 1893-1905, .	72,000.00	72,000.00	80,000.00
" " " 4s, 1908, . .	1,000.00	1,000.00	1,050.00
Cincinnati, Ohio, " 6s, 1906, . .	50,000.00	50,000.00	60,000.00
" " " 5s, 1910, . .	50,000.00	50,000.00	56,000.00
Wallingford Borough, 4s, 1902, . .	25,000.00	25,000.00	25,500.00
Huntington School District, 4s, 1906, . .	25,000.00	25,000.00	25,500.00
<b>RAILROAD BONDS.</b>			
New York Central & Hudson River, 7s, 1903,	125,000.00	161,000.00	166,000.00
New York & Harlem, 7s, 1900,	25,000.00	25,000.00	33,000.00
Chicago, Rock Island & Pacific, 6s, 1917,	100,000.00	117,000.00	129,000.00
Delaware & Hudson Canal Co., 7s, 1917,	39,000.00	44,000.00	55,000.00
Chicago & Northwestern:			
Madison Extension, 7s, 1911,	45,000.00	45,000.00	58,000.00
Des Moines & Minneapolis, 7s, 1907,	30,000.00	30,000.00	37,000.00
Chicago & Tomah, 6s, 1905,	50,000.00	50,000.00	57,000.00
Milwaukee & Madison, 6s, 1905,	25,000.00	25,000.00	28,000.00
Chicago, Milwaukee & St. Paul:			
Dubuque Division, 6s, 1920,	40,000.00	40,000.00	46,000.00
Chicago & Milwaukee " 7s, 1903,	15,000.00	15,000.00	18,500.00
Wisconsin Valley " 7s, 1909,	12,000.00	12,000.00	14,500.00
Illinois Central:			
Springfield Division, 6s, 1898,	25,000.00	25,000.00	28,500.00
Middle Division, 5s, 1921,	25,000.00	25,000.00	28,000.00
Gold, 4s, 1951,	50,000.00	50,000.00	53,000.00
Gold, 3½s, 1951,	1,000.00	1,000.00	940.00

## CITY SAVINGS BANK OF BRIDGEPORT. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
357 shares	Bridgeport National, Bridgeport, . \$	17,850.00	30,300.00	30,702.00
100 "	First " " .	10,000.00	17,000.00	17,200.00
100 "	Connecticut " " .	10,000.00	13,700.00	14,500.00
62 "	City " " .	6,200.00	8,700.00	8,990.00
100 "	Danbury " Danbury, .	10,000.00	13,000.00	13,200.00
33 "	First " Westport, .	3,300.00	3,300.00	3,465.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	5,155; total amount,	\$805,570.22
2	Number of depositors having over \$500 and less than \$1,000, .	959; total amount,	660,429.70
3	Number of depositors having \$1,000 and not over \$2,000, .	565; total amount,	928,218.95
4	Number of depositors having over \$2,000 and not over \$10,000, .	94; total amount,	244,247.90
5	Number of depositors having over \$10,000, .	1; total amount,	10,274.13
6	Total number of depositors, . . . . .	6,774; total deposits,	\$2,648,740.90
7	Largest amount due a single depositor, \$10,274.13.		
8	Number of accounts opened during the year, 1,469; number closed, 1,378.		
9	Amount of income received during the year, \$147,001.27.		
10	Amount of dividends declared during the year, \$97,016.68.		
11	Amount deposited, including interest credited, the past year, \$806,994.70.		
12	Amount withdrawn during the year, \$657,765.25.		
13	Increase of deposits the past year, \$149,229.45.		
14	Amount carried to surplus or profit and loss during the year, nothing. .		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 4 per cent.; when paid,* January and July.		
18	State tax during the past year, \$6,037.74.		
19	Total office expenses the past year, including salaries, \$7,946.94.		
20	Net amount of income during the year from real estate owned, \$2,762.25.		
21	What assets, if any, yielding no income during the year, none.		
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$68,700.		
24	Date of annual meeting for choice of officers, July.		

OFFICERS. — President, Horace Nichols; Vice-Presidents, D. F. Hollister, Courtland Kelsey, David M. Read, John M. Wheeler; Treasurer, William B. Hincks; Assistant Treasurer, William N. Middlebrook; Trustees, Horace F. Hatch, F. W. Parrott, Burr Curtis, C. K. Averill, George P. Stockwell, George K. Birdseye, Edwin Banks, Edward A. Lewis, Levi B. Booth, Horace Nichols, D. F. Hollister, Courtland Kelsey, David M. Read, John M. Wheeler, W. N. Middlebrook, William B. Hincks.

\*Four per cent. on deposits of \$2,000 and less; and three per cent. on excess over \$2,000.

## CITY SAVINGS BANK, MERIDEN.

FLOYD CURTIS, Treasurer.

INCORPORATED, 1874.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . .	\$397,480.00	Whole Amount of Deposits, \$646,597.16	
Loans on Collateral Security, .	79,750.00	Surplus Account, . . .	25,000.00
Bank Stocks in Connecticut, .	141,200.00	Interest Account, . . .	6,549.87
Bank Stocks in other States, .	14,620.00		
Tax Account, . . . .	727.55		
Expense Account, . . . .	129.54		
Cash in Bank, . . . .	44,239.94		
Total Assets, . . . .	\$678,147.03	Total Liabilities, . . . .	\$678,147.03

## INVESTMENTS.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
500 shares	First National Bank, Meriden, . . \$	50,000.00	50,000.00	56,000.00
500	" Home " " . . . .	50,000.00	50,000.00	60,000.00
116	" Meriden " " . . . .	11,600.00	11,600.00	15,660.00
162	" National " Norwalk, . . . .	16,200.00	16,200.00	17,820.00
30	" Fairfield Co. National, " . . . .	3,000.00	3,000.00	3,000.00
25	" First National, South Norwalk, . .	2,500.00	2,500.00	2,500.00
11	" Second " New Haven, . . . .	1,100.00	1,100.00	1,540.00
3	" First " Middletown, . . . .	300.00	300.00	300.00
50	" Mechanics Nat'l, New Britain, . .	5,000.00	5,000.00	5,000.00
15	" New Britain " " . . . .	1,500.00	1,500.00	2,250.00
66	" Bank of No. America, N. Y. City, . .	4,620.00	4,620.00	5,544.00
200	" Merchants Ex. National, " " . .	10,000.00	10,000.00	12,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,754; total amount, \$187,458.64
2	Number of depositors having over \$500 and less than \$1,000, . . . .	168; total amount, 118,266.08
3	Number of depositors having \$1,000 and not over \$2,000, . . . .	127; total amount, 166,735.49
4	Number of depositors having over \$2,000 and not over \$10,000, . . . .	58; total amount, 174,136.95
6	Total number of depositors, . . . .	2,107; total deposits, \$646,597.16
7	Largest amount due a single depositor, . .	\$8,414.91.
8	Number of accounts opened during the year, .	402; number closed, 253.
9	Amount of income received during the year, .	\$36,687.01.
10	Amount of dividends declared during the year, .	\$30,415.57.



## CITY SAVINGS BANK, MERIDEN.—CONTINUED.

## MISCELLANEOUS ITEMS.—CONTINUED.

- 11 Amount deposited, including interest credited, the past year, \$130,458.54.
- 12 Amount withdrawn during the year, \$93,062.26.
- 13 Increase of deposits the past year, \$37,396.28.
- 14 Amount carried to surplus or profit and loss during the year, \$3,433.89.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 5 per cent.; when paid, January and July.
- 18 State tax during the past year, \$1,403.80.
- 19 Total office expenses the past year, including salaries, \$1,433.75.
- 20 Net amount of income during the year from real estate owned. Do not own any.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$35,000.
- 24 Date of annual meeting for choice of officers, second Monday in July.

OFFICERS.—President, John D. Billard; Treasurer, Floyd Curtis; Vice-Presidents, Charles L. Rockwell, William W. Lyman, William H. Miller, Charles L. Upham, John C. Byxbee; Directors, John Tait, N. L. Bradley, Dexter W. Parker, Ratcliffe Hicks, H. L. Schleiter, George W. Smith, Seth J. Hall, Erwin D. Hall, Charles F. Linsley, William Lewis.

## COLCHESTER SAVINGS BANK.

J. N. ADAMS, Treasurer.

INCORPORATED, 1874.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . . \$96,264.78	Whole Amount of Deposits, \$229,372.70
Loans on Personal Secu'y only, 19,050.85	Surplus Account, . . . 4,500.00
Town, City, and Corp'n Bd's, 49,000.00	Interest Account, . . . 603.30
Colchester Town Orders, . . 6,200.00	
First Ecclesiastical Society Orders, 349.45	
Bank Stocks in Connecticut, 41,950.00	
Savings Bank Books, . . . 4,805.65	
Expense Account, . . . 15.97	
Furniture and Safe, . . . 1,200.00	
Cash in Bank, . . . 14,641.74	
Cash on hand, . . . 497.56	
Total Assets, . . . \$234,476.00	Total Liabilities, . . . \$234,476.00

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
Town Colchester Bonds, 4s, 1892-1902, . . . \$	45,000.00	45,000.00	45,000.00
Town Hartford " 4½s, 1904, . . .	3,000.00	3,000.00	3,000.00
City of Norwich " 5s, 1908, . . .	1,000.00	1,000.00	1,000.00
BANK STOCKS.			
24 shares Rockville National,	2,400.00	2,400.00	3,000.00
150 " First " Norwich,	15,000.00	15,000.00	15,000.00
25 " Middlesex County " Middletown,	2,500.00	2,500.00	2,800.00
20 " Merchants " Norwich,	2,000.00	2,000.00	2,200.00
25 " Thames " "	2,500.00	2,500.00	3,300.00
82 " Norwich " "	8,200.00	8,200.00	8,200.00
20 " Second " "	2,000.00	2,000.00	2,400.00
105 " Uncas " "	5,250.00	5,250.00	6,000.00
5 " First " Willimantic,	500.00	500.00	600.00
2 " New London City " "	200.00	200.00	200.00
8 " Union, New London, . . .	800.00	800.00	800.00
6 " Windham National, Willimantic, .	600.00	600.00	600.00

## COLCHESTER SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	870; total amount,	\$79,033.70
2	Number of depositors having over \$500 and less than \$1,000,	72; total amount,	49,486.36
3	Number of depositors having \$1,000 and not over \$2,000,	40; total amount,	51,234.42
4	Number of depositors having over \$2,000 and not over \$10,000,	11; total amount,	35,998.88
5	Number of depositors having over \$10,000,	1; total amount,	13,619.34
6	Total number of depositors,	994; total deposits,	\$229,372.70
7	Largest amount due a single depositor,	\$13,619.34.	
8	Number of accounts opened during the year,	127; number closed,	119.
9	Amount of income received during the year,	\$10,863.49.	
10	Amount of dividends declared during the year,	\$8,374.99.	
11	Amount deposited, including interest credited, the past year,	\$69,474.49.	
12	Amount withdrawn during the year,	\$75,771.87.	
13	Decrease of deposits the past year,	\$6,297.38.	
14	Amount carried to surplus or profit and loss during the year,	\$2,000.00.	
15	Amount of paper past due,	\$5,200.00.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year,	4 per cent.; when paid,	April 1 and October 1.
18	State tax during the past year,	\$424.39.	
19	Total office expenses the past year, including salaries,	\$829.40.	
20	Net amount of income during the year from real estate owned,	none owned.	
21	What assets, if any, yielding no income during the year,	\$5,200.00, H. R. Co.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$9,500.00.	
24	Date of annual meeting for choice of officers,	last week day in August.	

OFFICERS. — President, S. C. Gillette; Treasurer, J. N. Adams; Directors or Trustees, S. C. Gillette, J. N. Adams, J. R. Backus, Wm. S. Ransom, H. P. Buell, Wm. P. Adams, W. S. Curtis, Wm. H. Hayward, A. A. Baker, S. P. Willard, L. C. Brown.



## COLLINSVILLE SAVINGS SOCIETY.

SAMUEL N. CODDING, Treasurer.

INCORPORATED, 1854.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$276,686.05	Whole Amount of Deposits, \$389,682.93	
Loans on Collateral Security, . . .	29,200.00	Surplus Account, . . .	11,136.29
Loans on Pers'al Sec'y only, . . .	33,006.97	Interest Account, . . .	5,290.43
Town, City, & Corp'n Bonds, . . .	5,000.00		
Town, City, and Borough Notes and Orders, . . .	17,000.00		
School Dist. Notes & Orders, . . .	7,500.00		
Bank Stocks in Connecticut, . . .	14,650.00		
Real Estate by Foreclosure, . . .	4,933.59		
Expense Account, . . .	681.44		
Premium Account, . . .	2,096.00		
Cash in Bank, . . .	13,126.87		
Cash on hand, . . .	2,228.73		
Total Assets, . . .	\$406,109.65	Total Liabilities, . . .	\$406,109.65

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Burlington, . . . . . \$	1,000.00	1,000.00	1,000.00
Town of Canton, . . . . .	16,000.00	16,000.00	16,000.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Collinsville School District, . . . . .	2,500.00	2,500.00	2,500.00
Unionville School District, . . . . .	5,000.00	5,000.00	5,000.00
TOWN, CITY, AND CORPORATION BONDS.			
Hartford City, . . . . .	4,000.00	4,000.00	4,160.00
New Haven City, . . . . .	1,000.00	1,000.00	1,000.00
BANK STOCKS.			
100 shares New Haven County National Bank, . . .	1,000.00	1,000.00	1,100.00
38 " First National Bank, Hartford, . . .	3,800.00	3,800.00	3,800.00
115 " National Exchange Bank, " . . .	5,750.00	5,750.00	6,900.00
15 " Mercantile National Bank, " . . .	1,500.00	1,500.00	1,350.00
4 " Phoenix National Bank, " . . .	400.00	400.00	520.00
5 " Aetna National Bank, " . . .	500.00	500.00	525.00
5 " Farmers & Mechanics Nat'l, " . . .	500.00	500.00	525.00
12 " First National Bank, Rockville, . . .	1,200.00	1,200.00	1,600.00

## COLLINSVILLE SAVINGS SOCIETY.—CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	944; total amount,	\$155,160.83
2	Number of depositors having over \$500 and less than \$1,000,	111; total amount,	54,823.16
3	Number of depositors having \$1,000 and not over \$2,000,	74; total amount,	93,486.34
4	Number of depositors having over \$2,000 and not over \$10,000,	33; total amount,	86,212.60
6	Total number of depositors,	1,162; total deposits,	\$389,682.93
7	Largest amount due a single depositor,	\$7,860.23.	
8	Number of accounts opened during the year,	197; number closed,	128.
9	Amount of income received during the year,	\$20,529.24.	
10	Amount of dividends declared during the year,	\$16,279.41.	
11	Amount deposited, including interest credited, the past year,	\$86,469.72.	
12	Amount withdrawn during the year,	\$73,856.09.	
13	Increase of deposits the past year,	\$12,613.63.	
14	Amount carried to surplus or profit and loss during the year,	\$2,153.54.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year,	4½ per cent.; when paid,	January and July.
18	State tax during the past year,	\$778.38.	
19	Total office expenses the past year, including salaries,	\$1,317.91.	
20	Net amount of income during the year from real estate owned,	\$433.	
21	What assets, if any, yielding no income during the year,	none.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$14,000.	
24	Date of annual meeting for choice of officers,	third Monday in July.	

OFFICERS.—President, Charles H. Blair; Treasurer, Samuel N. Coddington; Directors or Trustees, D. C. Holbrook, E. D. Colton, S. N. Coddington, J. D. Andrews, S. H. Thomas, Richard Wagner, H. B. McNary, Isaac Barnes, G. W. Flint.

## CONNECTICUT SAVINGS BANK, NEW HAVEN.

ELLIOTT H. MORSE, Treasurer.

INCORPORATED, 1857.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . \$1,718,280.00	Whole Amount of Deposits, \$4,128,993.97
Loans on Collateral Security, 230,650.00	Surplus Account, . . . 130,434.50
Loans on Personal Sec'y only, 87,000.00	Interest Account, . . . 25,658.94
United States Bonds, . . 100,000.00	Profit and Loss Account, . . 7,983.15
Town, City, and Corp. Bonds, 472,500.00	
Town, City, and Boro. Orders, 26,500.00	
School District Orders, . . 25,000.00	
Railroad Bonds, . . . 1,397,500.00	
Bank Stocks in Connecticut, 75,800.00	
Bank Stocks in other States, 53,150.00	
Real Estate by Foreclosure, 39,183.30	
Banking House, . . . 25,000.00	
Expense Account, . . . 1,725.85	
Cash in Bank, . . . 16,975.78	
Cash on hand, . . . 23,805.63	
Total Assets, . . . \$4,293,070.56	Total Liabilities, . . \$4,293,070.56

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4½s of 1891, Registered, . . . . \$	100,000.00	100,000.00	108,000.00
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Naugatuck, . . . . .	16,500.00	16,500.00	16,500.00
Town of Southbury, . . . . .	5,000.00	5,000.00	5,000.00
Borough of Wallingford, . . . . .	5,000.00	5,000.00	5,000.00
SCHOOL DISTRICT NOTES AND ORDERS.			
City of New Haven, . . . . .	25,000.00	25,000.00	25,000.00
TOWN, CITY, AND CORPORATION BONDS.			
District of Columbia, 7s, 1901, . . .	6,000.00	6,000.00	7,800.00
St. Louis, Mo., 6s, 1890-1905, . . .	61,000.00	61,000.00	65,880.00
Chicago, Ill., 6s, 1896-1898, . . .	15,000.00	15,000.00	16,875.00
" " 7s, 1890-1898, . . .	34,000.00	34,000.00	37,740.00
Cincinnati, O., 5s, 1910-1930, . . .	50,000.00	50,000.00	54,500.00
" " 6s, 1906, . . .	10,000.00	10,000.00	11,800.00
" " 7½s, 1902, . . .	10,000.00	10,000.00	12,700.00
Cleveland, O., 6s, 1890-1898, . . .	5,000.00	5,000.00	5,450.00
" " 7s, 1892-1896, . . .	25,000.00	25,000.00	28,750.00
Columbus, " 6s, 1889-1896, . . .	45,000.00	45,000.00	47,047.00



## CONNECTICUT SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.—CONT'D.						
Milwaukee, Wis.,	5s,	1891,	.	\$	1,000.00	1,000.00
"	7s,	1902,	.		14,000.00	15,260.00
Providence, R. I.,	5s,	1900,	.		10,000.00	11,100.00
Portland, Me.,	4s,	1902-1912,	.		20,000.00	20,200.00
Meriden, Conn.,	7s,	1889,	.		20,000.00	20,200.00
Norwich, "	7s,	1905,	.		4,000.00	5,260.00
New Haven, Conn.,	4s,	1897,	.		2,000.00	2,000.00
"	7s,	1895,	.		7,000.00	8,050.00
" Water Co.,	7s,	1895,	.		15,500.00	17,980.00
Washington, Conn.,	4s,	1889-1916,	.		48,000.00	48,000.00
New Milford, "	4s,	1891-1902,	.		25,000.00	25,000.00
Groton, "	4s,	1899-1915,	.		20,000.00	20,000.00
Saybrook, "	4½s,	1904,	.		10,000.00	10,400.00
Danbury, "	4s,	1911-1912,	.		7,000.00	7,000.00
North Canaan, "	6s,	1891,	.		2,000.00	2,070.00
Hartford, "	4½s,	1889-1904,	.		4,000.00	4,000.00
Middletown, "	6s,	1889,	.		1,000.00	1,000.00
Portland, "	6s,	1889,	.		1,000.00	1,000.00
RAILROAD BONDS.						
N. Y., New Haven & Hartford,	4s,	1903,			220,000.00	237,600.00
New London Northern,	4s,	1910,			50,000.00	52,500.00
New York & Harlem,	7s,	1900,			70,000.00	90,300.00
N. Y. Central & Hudson River,	7s,	1903,			215,000.00	283,800.00
Morris & Essex,	7s,	1914,			90,500.00	126,700.00
N. Y., Lackawanna & Western,	6s,	1921,			20,000.00	25,800.00
Rensselaer & Saratoga,	6s,	1921,			27,000.00	38,070.00
Delaware & Hudson,	7s,	1891-1917,			42,000.00	55,965.00
Buffalo, New York & Erie,	7s,	1916,			31,000.00	42,160.00
Fonda, Johnstown & Gloversville,	7s,	1900,			10,000.00	12,000.00
Pittsburg, Ft. Wayne & Chicago,	7s,	1912,			21,000.00	29,400.00
Cleveland & Pittsburg,	6s,	1892,			15,000.00	15,675.00
Chicago, Rock Island & Pacific,	6s,	1917,			75,000.00	96,750.00
Chicago & Southwestern,	7s,	1899,			25,000.00	30,000.00
Chicago & Alton,	7s,	1893,			30,000.00	33,000.00
Chicago & Northwest'n, Md. Ex.,	7s,	1911,			70,000.00	93,100.00
Menominee Extension,	7s,	1911,			40,000.00	53,200.00
Chicago & Milwaukee,	7s,	1898,			30,000.00	36,000.00
Chicago & Tomah,	6s,	1905,			25,000.00	29,000.00
Cedar Rapids & Missouri River,	7s,	1891-1916,			30,000.00	34,770.00
Little Miami,	5s,	1912,			80,000.00	87,200.00
Columbus & Xenia,	7s,	1890,			1,000.00	1,035.00
Illinois Central,	5s,	1921,			40,000.00	45,600.00
"	6s,	1898,			10,000.00	11,500.00
Iowa Falls & Sioux City,	7s,	1917,			30,000.00	39,000.00
Atchison, Topeka & Santa Fe,	7s,	1899,			50,000.00	60,000.00
Kansas City, Lawrence & Southern,	6s,	1909,			10,000.00	11,500.00
Chic., Mil. & St. Paul, Dub. Div.,	6s,	1920,			20,000.00	22,800.00
Central Ohio,	6s,	1890,			10,000.00	10,200.00
Delaware & Bound Brook,	7s,	1905,			10,000.00	13,000.00

## CONNECTICUT SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.			PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.					
250 shares	Second	National, New Haven,	\$25,000.00	25,000.00	33,750 00
150 "	Yale	" "	15,000.00	15,000.00	16,500.00
50 "	Tradersmens	" "	5,000.00	5,900.00	6,800 00
900 "	New Haven, Co.	" "	9,000.00	9,000.00	10,350.00
140 "	Merchants	" "	7,000.00	7,000.00	7,700.00
10 "	National	" "	1,000.00	1,000.00	1,550.00
38 "	Home National, Meriden,	" "	3,800.00	3,800.00	4,560.00
100 "	First	" "	10,000.00	10,000.00	10,500.00
75 "	National Bank of Commerce, N. York,	" "	7,500.00	7,500.00	12,750.00
120 "	" Republic,	" "	12,000.00	12,000.00	16,800.00
150 "	American Exchange National,	" "	15,000.00	15,000.00	20,700.00
300 "	Phenix National	" "	6,000.00	6,000.00	7,800 00
39 "	Seventh Ward National,	" "	3,900.00	3,900.00	4,680.00
50 "	Western	" "	5,000.00	5,000.00	4,750.00
50 "	German American,	" "	3,750.00	3,750.00	4,350.00

## MISCELLANEOUS ITEMS.

- 1 Number of depositors having \$500 or less, 7,946; total amount, \$1,204,071.88
- 2 Number of depositors having over \$500 and less than \$1,000, 1,444; total amount, 983,902.24
- 3 Number of depositors having \$1,000 and not over \$2,000, 862; total amount, 1,178,961.46
- 4 Number of depositors having over \$2,000 and not over \$10,000, 261; total amount, 749,507.21
- 5 Number of depositors having over \$10,000, 1; total amount, 12,551.18
- 6 Total number of depositors, 10,514; total deposits, \$4,128,993.97
- 7 Largest amount due a single depositor, \$12,551.18.
- 8 Number of accounts opened during the year, 2,303; number closed, 1,814.
- 9 Amount of income received during the year, \$230,052.39.
- 10 Amount of dividends declared during the year, \$149,941.07.
- 11 Amount deposited, including interest credited, the past year, \$1,506,304.61.
- 12 Amount withdrawn during the year, \$1,297,919.52.
- 13 Increase of deposits the past year, \$208,385.09.
- 14 Amount carried to surplus or profit and loss during the year, \$16,922.21.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, January and July 16th.
- 18 State tax during the past year, \$9,644.80.
- 19 Total office expenses the past year, including salaries, \$9,265.25.
- 20 Net amount of income during the year from real estate owned, \$2,874.11.
- 21 What assets, if any, yielding no income during the year, \$6,414.55.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$110,000.00.
- 24 Date of annual meeting for choice of officers, July.

OFFICERS. — President, James E. English; Vice-President, Luzon B. Morris; Treasurer, Elliott H. Morse; Trustees, Charles R. Ingersoll, Horace J. Morton, T. Attwater Barnes, Amos F. Barnes, Philo Chatfield, Henry H. Bunnell, Daniel Trowbridge, Lucius R. Finch, Benj. R. English.

## DEEP RIVER SAVINGS BANK.

HENRY R. WOOSTER, Treasurer.

INCORPORATED, 1851.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$357,535.00	Whole Amount of Deposits, \$788,866.47	
Loans on Collateral Security, . . .	14,680.00	Surplus Account, . . .	30,000.00
State Bonds, . . .	12,000.00	Interest Account, . . .	20,876.67
Town, City, & Corp'n Bonds, . . .	109,350.00	Profit and Loss Account, . . .	7,373.09
Saybrook Town Orders, . . .	1,962.80	Rent Account, . . .	140.00
Railroad Bonds, . . .	230,000.00		
Bank Stocks in Connecticut, . . .	20,502.00		
Bank Stocks in other States, . . .	17,460.51		
Real Estate by Foreclosure, . . .	3,772.79		
Banking House, . . .	3,500.00		
Tax Account, . . .	852.38		
Expense Account, . . .	1,432.98		
Premium Account, . . .	38,283.48		
Cash in Bank, . . .	32,868.55		
Cash on hand, . . .	3,055.74		
Total Assets, . . .	\$847,256.23	Total Liabilities, . . .	\$847,256.23

## INVESTMENTS.

DESCRIPTION.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
STATE BONDS.						
State of Connecticut, 3s, . . . . .				\$ 12,000.00	12,000.00	12,480.00
TOWN, CITY, AND CORPORATION BONDS.						
City of New London, Conn., . . .	7s,	1900,		10,000.00	10,000.00	12,700.00
“ Bridgeport, “ . . .	7s,	1900,		10,000.00	10,000.00	12,700.00
“ Boston, Mass., . . .	6s,	1893,		5,000.00	5,000.00	5,500.00
“ Providence, R. I., . . .	5s,	1900,		5,000.00	5,000.00	5,600.00
“ Fall River, Mass., . . .	5s,	1909,		5,000.00	5,000.00	5,750.00
“ Chicago, Ill., . . .	7s,	1894,		10,000.00	10,000.00	11,400.00
“ Chicago, “ . . .	6s,	1897,		5,000.00	5,000.00	5,650.00
“ Cincinnati, Ohio, . . .	7s,	1908,		10,000.00	10,000.00	13,200.00
“ Cincinnati, “ . . .	6s,	1906,		5,000.00	5,000.00	5,600.00
“ Columbus, “ . . .	6s,	1891,		5,000.00	5,000.00	5,250.00
“ Columbus, “ . . .	6s,	1896,		10,000.00	10,000.00	10,400.00
“ Cleveland, “ . . .	7s,	1892,		2,000.00	2,000.00	2,180.00
“ Dayton, “ . . .	8s,	1889,		2,000.00	2,000.00	2,040.00
“ St. Louis, Mo., . . .	6s,	1894,		5,000.00	5,000.00	5,450.00
“ Bangor, Maine, . . .	6s,	1894,		1,000.00	1,000.00	1,090.00
“ Bath, “ . . .	4s,	1921,		5,000.00	4,850.00	5,000.00
Town of Chester, . . .	6s,	1890,		10,000.00	10,000.00	10,300.00
“ Portland, . . .	6s,	1889,		3,000.00	3,000.00	3,030.00
“ Beloit, Wis., . . .	6s,	1889,		1,500.00	1,500.00	1,500.00



## DEEP RIVER SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.				
Chicago, Burlington & Quincy,	7s, 1890, \$	10,000.00	10,000.00	10,600.00
Atchison & Nebraska,	7s, 1908,	5,000.00	5,000.00	6,350.00
Republican Valley,	6s, 1909,	2,000.00	2,000.00	2,100.00
Little Miami,	5s, 1912,	20,000.00	20,000.00	22,000.00
Central Ohio,	6s, 1890,	10,000.00	10,000.00	10,350.00
Columbus & Xenia,	7s, 1890,	2,000.00	2,000.00	2,140.00
Cincinnati & Baltimore,	7s, 1900,	5,000.00	5,000.00	6,150.00
Delaware & Bound Brook,	7s, 1905,	5,000.00	5,000.00	6,500.00
Del. & Hudson Canal Co., Pa. Div.,	7s, 1917,	10,000.00	10,000.00	13,900.00
Delaware & Hudson Canal Co.,	7s, 1894,	5,000.00	5,000.00	5,700.00
Rensselaer & Saratoga,	7s, 1921,	5,000.00	5,000.00	7,300.00
Norwich & Worcester,	6s, 1897,	5,000.00	5,000.00	5,700.00
Buffalo, New York & Erie,	7s, 1916,	5,000.00	5,000.00	6,800.00
Oswego & Rome,	7s, 1915,	5,000.00	5,000.00	6,550.00
Joliet & Northern Indiana,	7s, 1907,	15,000.00	15,000.00	19,500.00
Cleveland & Pittsburgh,	6s, 1892,	2,500.00	2,500.00	2,725.00
Erie & Pittsburgh,	7s, 1890,	2,500.00	2,500.00	2,575.00
Iowa Falls & Sioux City,	7s, 1917,	10,000.00	10,000.00	13,200.00
Kansas City, Topeka & Western,	7s, 1905,	10,000.00	10,000.00	12,600.00
Kansas City, Lawrence & Southern,	6s, 1909,	5,000.00	5,000.00	5,750.00
Atchison, Topeka & Santa Fe,	7s, 1900,	5,000.00	5,000.00	5,950.00
New York, Lackawana & Western,	6s, 1921,	10,000.00	10,000.00	13,000.00
Pitts., McKeesport & Youghiogheny,	6s, 1932,	15,000.00	15,000.00	19,350.00
Shamokin Valley & Pottsville,	7s, 1901,	7,000.00	7,000.00	8,680.00
Southwest Penn.,	7s, 1917,	2,000.00	2,000.00	2,730.00
Elmira & Williamsport,	6s, 1910,	1,000.00	1,000.00	1,200.00
Chicago & Northwestern:—				
Chicago & Milwaukee,	7s, 1898,	10,000.00	10,000.00	12,100.00
Chicago, Iowa & Nebraska,	7s, 1892,	14,000.00	14,000.00	15,260.00
Peninsula,	7s, 1898,	4,000.00	4,000.00	5,000.00
Chicago, Milwaukee & St. Paul:—				
Milwaukee & Western,	7s, 1891,	8,000.00	8,000.00	8,560.00
Milwaukee & St. P., LaCrosse Div.,	7s, 1893,	10,000.00	10,000.00	11,000.00
Chi., Mil. & St. Paul, Dub. Div.,	6s, 1920,	5,000.00	5,000.00	5,750.00
BANK STOCKS.				
90 shares Deep River National,		9,000.00	9,000.00	11,250.00
34 " Middletown "		2,550.00	3,292.00	3,570.00
30 " Meriden "		3,000.00	3,660.00	3,900.00
32 " Home " Meriden,		3,200.00	3,360.00	4,000.00
10 " First " Hartford,		1,000.00	1,190.00	990.00
20 " National Bank of Commerce, N. Y.,		2,000.00	2,000.00	3,420.00
10 " " Shoe & Leather, "		1,000.00	1,000.00	1,500.00
18 " Continental National, "		1,800.00	1,800.00	2,250.00
30 " Amer. Exchange National, "		3,000.00	3,000.00	4,230.00
54 " Merchants " "		2,700.00	3,207.39	3,807.00
25 " Metropolitan " "		1,125.00	250.00	325.00
30 " Western " "		3,000.00	3,000.00	2,910.00
25 " Bank of America, "		2,500.00	3,203.12	4,300.00

## DEEP RIVER SAVINGS BANK.—CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less, 1,292; total amount,	\$149,068.38
2	Number of depositors having over \$500 and less than \$1,000, . . . . . 221; total amount,	154,249.54
3	Number of depositors having \$1,000 and not over \$2,000, . . . . . 162; total amount,	224,628.25
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . . 70; total amount,	220,026.42
5	Number of depositors having over \$10,000, . . . . . 3; total amount,	40,893.88
6	Total number of depositors, . . . . . 1,748; total deposits,	\$788,866.47
7	Largest amount due a single depositor, \$15,000.	
8	Number of accounts opened during the year, 157; number closed, 111.	
9	Amount of income received during the year, \$46,079.62.	
10	Amount of dividends declared during the year, \$32,992.50.	
11	Amount deposited, including interest credited, the past year, \$139,402.66.	
12	Amount withdrawn during the year, \$93,092.55.	
13	Increase of deposits the past year, \$46,310.11.	
14	Amount carried to surplus or profit and loss during the year, \$1,500.	
15	Amount of paper past due, none.	
16	Amount of paper charged off the past year, none.	
17	Rate of dividend the last year, $4\frac{1}{2}$ per cent.; when paid, November 1, 1887, $2\frac{1}{2}$ per cent., May 1, 1888, 2 per cent.	
18	State tax during the past year, \$1,604.76.	
19	Total office expenses the past year, including salaries, \$2,601.10.	
20	Net amount of income during the year from real estate owned, \$336.08.	
21	What assets, if any, yielding no income during the year, \$3,000.	
22	Are all loans upon real estate secured by first mortgage? Yes.	
23	Largest amount loaned to one individual company, society, or corporation, \$15,000.	
24	Date of annual meeting for choice of officers, first Monday in July.	

OFFICERS.—President, Asa R. Shailer; Vice-President, Milon Pratt; Treasurer, Henry R. Wooster; Directors, Washington F. Willcox, Richard P. Spencer, Henry L. Shaler, Joseph E. Silliman, Horace P. Denison.

THE DERBY SAVINGS BANK, BIRMINGHAM.

THOMAS S. BIRDSEYE, Treasurer.

INCORPORATED, 1846.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$859,982.30	Whole Am't of Deposits, \$1,549,809.19
Loans on Collateral Security, 204,870.00	Surplus Account, . . 60,000.00
Loans on Personal Security, 216,737.76	Interest Account, . . 25,486.97
Sixth School District Bonds, 9,000.00	
Town, City, and Bor'gh Ord's, 79,543.76	
School District Orders, . . 6,900.00	
Railroad Bonds, . . 45,000.00	
Bank Stocks in Connecticut, 106,525.00	
Bank Stocks in other States, 61,200.00	
Real Estate by Foreclosnre, 3,260.45	
Expense Account, . . 2,883.84	
Cash in Bank, . . . 34,345.66	
Cash on hand, . . . 5,047.39	
Total Assets, . . . \$1,635,296.16	Total Liabilities, . . \$1,635,296.16

INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Borough of Birmingham, . . . . \$	35,643.76	35,643.76	35,643.76
“ Shelton, . . . . .	9,800.00	9,800.00	9,800.00
Town of Derby, . . . . .	17,000.00	17,000.00	17,000.00
“ Huntington, . . . . .	17,100.00	17,100.00	17,100.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Seventh School District, . . . . .	300.00	300.00	300.00
Second “ “ . . . . .	900.00	900.00	900.00
Third “ “ . . . . .	3,200.00	3,200.00	3,200.00
Ferry “ “ . . . . .	2,500.00	2,500.00	2,500.00
Sixth “ “ Bonds of Derby, . . .	9,000.00	9,000.00	9,000.00
RAILROAD BONDS.			
Chicago, Rock Island & Pacific, 6s, 1917,	5,000.00	5,000.00	6,600.00
Wisconsin Valley, 7s, 1909,	20,000.00	20,000.00	27,000.00
Chic., Mil. & St. Paul, Dub'que Div., 6s, 1920,	20,000.00	20,000.00	23,100.00
BANK STOCKS.			
40 shares Citizens National, Waterbury, Conn.,	4,000.00	4,000.00	6,000.00
110 “ Yale “ New Haven, “	11,000.00	11,000.00	12,100.00
100 “ Second “ “ “	10,000.00	10,000.00	13,600.00
300 “ N. H. Co. “ “ “	3,000.00	3,000.00	3,900.00
5 “ Nat. Tradesmen, “ “	500.00	500.00	690.00



## THE DERBY SAVINGS BANK, BIRMINGHAM. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS. — CONTINUED.				
23 shares	Nat. New Haven, N. Haven, Conn., \$	2,300.00	2,300.00	3,565.00
154 "	Merchants National, " "	7,700.00	7,700.00	8,470.00
392 "	Birmingham " "	39,200.00	39,200.00	66,640.00
63 "	Bridgeport " "	3,150.00	3,150.00	5,418.00
62 "	City " Bridgep't, "	6,200.00	6,200.00	9,300.00
21 "	First " " "	2,100.00	2,100.00	3,612.00
27 "	Connecticut " " "	2,700.00	2,700.00	3,915.00
41 "	Middletown " Middlet'n, "	3,075.00	3,075.00	4,264.00
40 "	Central " " "	3,000.00	3,000.00	4,200.00
86 "	First " " "	8,600.00	8,600.00	8,600.00
80 "	Fourth " New York City, "	8,000.00	8,000.00	11,040.00
50 "	Hanover " " "	5,000.00	5,000.00	10,000.00
100 "	Western " " "	10,000.00	10,000.00	9,600.00
153 "	American Ex. " " "	15,300.00	15,300.00	21,114.00
225 "	Nat. B'k of Commerce, " "	22,500.00	22,500.00	38,250.00
4 "	Bank of N. Y., N. B. A., " "	400.00	400.00	920.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	3,856; total amount,	\$410,283.02
2	Number of depositors having over \$500 and less than \$1,000, .	482; total amount,	324,407.73
3	Number of depositors having \$1,000 and not over \$2,000, .	284; total amount,	404,968.12
4	Number of depositors having over \$2,000 and not over \$10,000, .	129; total amount,	395,641.26
5	Number of depositors having over \$10,000,	1; total amount,	14,509.06
6	Total number of depositors, . . . . .	4,752; total deposits,	\$1,549,809.19
7	Largest amount due a single depositor,	\$14,509.06.	
8	Number of accounts opened during the year,	713; number closed,	565.
9	Amount of income received during the year,	\$89,006.58.	
10	Amount of dividends declared during the year,	\$72,259.63.	
11	Amount deposited, including interest credited, the past year,	\$317,338.87.	
12	Amount withdrawn during the year,	\$228,012.35.	
13	Increase of deposits the past year,	\$89,326.52	
14	Amount carried to surplus or profit and loss during the year,	none.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year, five per cent.; when paid,	January and July.	
18	State tax during the past year,	\$3,518.22.	
19	Total office expenses the past year, including salaries,	\$5,165.48.	
20	Net amount of income during the year from real estate owned,	\$144.	
21	What assets, if any, yielding no income during the year,	none.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$50,000.00.	
24	Date of annual meeting for choice of officers,	June 30, 1888.	

OFFICERS. — President, William E. Downs; Vice-President, David Torrance; Treasurer, Thomas S. Birdseye; Directors or Trustees, E. N. Shelton, Clark N. Rogers, Charles H. Nettleton, Henry A. Nettleton, A. B. Ruggles, Benjamin Nichols, Geo. B. Clark.

## DIME SAVINGS BANK OF CROMWELL.

A. J. BOTELLE, Treasurer.

INCORPORATED, 1871.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . . \$81,467.00	Whole Amount of Deposits, \$106,524.78
Loans on Collateral Security, . . . 1,650.00	Surplus Account, . . . 1,500.00
Loans on Personal Sec'ty only, . . . 1,991.40	Interest Account, . . . 5,621.77
United States Bonds, . . . 6,000.00	Rent, . . . . . 101.93
Town, City, and Corp'n B'ds, . . . 5,000.00	
Cromwell Town Notes, . . . 4,000.00	
Bank Stocks in Connecticut, . . . 2,800.00	
Real Estate by Foreclosure, . . . 2,250.00	
Banking House, Fixtures, . . . 640.82	
Tax Acct., State and Real Estate, . . . 173.38	
Insurance Account, . . . 11.87	
Expense Account, . . . 860.00	
Deposited in Midd. Sav. Bank, . . . 700.00	
Cash in Bank, . . . 4,437.80	
Cash on hand, . . . 807.03	
Premium Account, . . . 959.18	
Total Assets, . . . \$113,748.48	Total Liabilities, . . . \$113,748.48

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Coupon, . . . . . \$	6,000.00	6,000.00	7,560.00
TOWN BOND.			
Town of Chatham, 6s, 1889, . . . . .	5,000.00	5,000.00	5,050.00
BANK STOCKS.			
28 shares Middlesex Co. Nat. B'k, Middletown,	2,800.00	2,800.00	2,884.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	465; total amount,	\$32,384.56
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	27; total amount,	16,817.53
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	18; total amount,	24,362.62
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	11; total amount,	32,960.07
6	Total number of depositors, . . . . .	521; total deposits,	\$106,524.78
7	Largest amount due a single depositor, \$4,957.20.		

## DIME SAVINGS BANK OF CROMWELL. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 8 Number of accounts opened during the year, 45; number closed, 48.
- 9 Amount of income received during the year, \$5,827.36.
- 10 Amount of dividends declared during the year, \$4,093.93.
- 11 Amount deposited, including interest credited, the past year, \$24,408.23.
- 12 Amount withdrawn during the year, \$27,792.41.
- 13 Decrease of deposits the past year, \$3,384.18.
- 14 Amount carried to surplus or profit and loss during the year, \$500.00.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, \$66.00.
- 17 Rate of dividend the last year, 4 per cent.; when paid, January 1st and July 1st.
- 18 State tax during the past year, \$131.84.
- 19 Total office expenses the past year, including salaries, \$860.00.
- 20 Net amount of income during the year from real estate owned, \$101.93.
- 21 What assets, if any, yielding no income during the year, \$66.00.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$4,700.00.
- 24 Date of annual meeting for choice of officers, second Monday in October.

OFFICERS. — President, Bulkley Edwards; Treasurer, A. J. Botelle; Directors, Bulkley Edwards, Henry W. Stocking, Luther S. Smith, Richard Gay, John Stevens, Russell Frisbie, Edward S. Coe, Daniel C. Tryon, George H. Butler, Charles P. Sage, Timothy Ranney, Seth Paddock, A. J. Botelle.



## DIME SAVINGS BANK OF HARTFORD.

JOHN W. WELCH, Treasurer.

INCORPORATED, 1870.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$243,011.40	Whole Amount of Deposits, \$	411,811.45
Loans on Collateral Security, . . .	116,311.51	Surplus Account, . . .	15,000.00
United States Bonds, . . .	4,500.00	Interest Account, . . .	12,070.56
Town, City, and Corp. Bonds, . . .	2,000.00	Profit and Loss, . . .	2,063.65
School District Orders, . . .	900.00		
Bank Stocks in Connecticut, . . .	42,454.00		
Tax Account, . . .	428.32		
Expense Account, . . .	2,628.54		
Cash in Bank, . . .	22,000.00		
Cash on hand, . . .	6,711.89		
Total Assets, . . .	\$440,945.66	Total Liabilities, . . .	\$440,945.66

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Fours of 1907, Registered, . . . . . \$	4,500.00	4,500.00	5,705.00
SCHOOL DISTRICT NOTES AND ORDERS.			
School District No. 10, of Windsor, . . . .	900.00	900.00	900.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Middletown, 6s, 1889, . . . . .	2,000.00	2,000.00	2,000.00
BANK STOCKS.			
125 shares National Exchange, Hartford,	6,250.00	6,250.00	7,000.00
102 " American National, "	5,100.00	5,364.00	6,120.00
78 " Phoenix " "	7,800.00	8,280.00	9,194.00
40 " Mercantile " "	4,000.00	4,000.00	3,200.00
33 " Farmers and Mechanics Nat'l, "	3,300.00	3,315.00	3,366.00
30 " Charter Oak National, "	3,000.00	3,495.00	3,060.00
21 " Ætna " "	2,100.00	2,100.00	2,163.00
9 " Conn. Trust & Safe Deposit Co., "	900.00	900.00	1,232.00
5 " State Bank, "	500.00	500.00	450.00
34 " Middlessex County Nat'l, Middletown,	3,400.00	3,400.00	3,604.00
38 " Middletown National, "	2,850.00	2,850.00	4,104.00
10 " Nat'l Bank of N. Eng'd, E. Haddam,	1,000.00	1,000.00	1,250.00
10 " First National, Litchfield,	1,000.00	1,000.00	1,200.00

## DIME SAVINGS BANK OF HARTFORD. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of Depositors having \$500 or less,	5,163; total amount,	\$176,659.39
2	Number of depositors having over \$500 and less than \$1,000,	164; total amount,	107,748.47
3	Number of depositors having \$1,000 and not over \$2,000,	69; total amount,	83,093.89
4	Number of depositors having over \$2,000 and not over \$10,000,	16; total amount,	44,309.70
6	Total number of depositors,	5,412; total deposits,	\$411,811.45
7	Largest amount due a single depositor,		\$4,395.38.
8	Number of accounts opened during the year,	662; number closed,	633.
9	Amount of income received during the year,		\$23,621.53.
10	Amount of dividends declared during the year,		\$14,655.16.
11	Amount deposited, including interest credited, the past year,		\$181,408.27.
12	Amount withdrawn during the year,		\$164,075.35.
13	Increase of deposit the past year,		\$17,332.92.
14	Amount carried to surplus or profit and loss during the year,		\$1,371.29.
15	Amount of paper past due,		none.
16	Amount of paper charged off the past year,		none.
17	Rate of dividend the last year,	4 per cent.; when paid,	April and October.
18	State tax during the past year,		\$856.64.
19	Total office expenses the past year, including salaries,		\$5,265.45.
20	Net amount of income during the year from real estate owned,		none.
21	What assets, if any, yielding no income during the year,		none.
22	Are all loans upon real estate secured by first mortgage?		Yes.
23	Largest amount loaned to one individual company, society, or corporation,		\$23,000.00.
24	Date of annual meeting for choice of officers,		third Wednesday in July.

OFFICERS. — President, Alfred E. Burr; Treasurer, John W. Welch; Directors, Alfred E. Burr, J. R. Redfield, C. C. Kimball, Thomas Sisson, Chas. B. Whiting, Wm. H. Goodrich, Rush P. Chapman, Chas. R. Chapman, Silas Goodell, E. O. Goodwin, P. H. Woodward, James Bolter, T. O. Enders, John Fairman, S. G. Dunham, H. Sidney Hayden, Elisha Johnson, Chas. S. Davidson, D. A. Rood, R. H. Ensign, John W. Welch.

## DIME SAVINGS BANK, MIDDLETOWN.

A. C. ALLISON, Treasurer.

INCORPORATED, 1870.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Expense Account, . . .	\$53.00	Whole Amount of Deposits, . . .	\$999.10
Furniture, . . .	129.00	Interest Account, . . .	224.56
Cash in Bank, . . .	1,041.66		
Total Assets, . . .	\$1,223.66	Total Liabilities, . . .	\$1,223.66

## MISCELLANEOUS ITEMS.

- 1 Number of depositors having \$500 or less, . . . 370; total amount, \$999.10
- 6 Total number of depositors, . . . 370; total deposits, \$999.10
- 7 Largest amount due a single depositor, \$283.44.
- 8 Number of accounts opened during the year, none; number closed, 28.
- 9 Amount of income received during the year, \$30.54.
- 10 Amount of dividends declared during the year, none.
- 11 Amount deposited, including interest credited, the past year, none.
- 12 Amount withdrawn during the year, \$374.95.
- 13 Decrease of deposits the past year, \$374.95.
- 14 Amount carried to surplus or profit and loss during the year, none.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, none.
- 18 State tax during the past year, none.
- 19 Total office expenses the past year, including salaries, \$202.
- 20 Net amount of income during the year from real estate owned, none owned.
- 21 What assets, if any, yielding no income during the year, all.
- 22 Are all loans upon real estate secured by first mortgage? No loans.
- 23 Largest amount loaned to one individual company, society, or corporation, none.
- 24 Date of annual meeting for choice of officers, second Tuesday in July.

OFFICERS. — President, Chas. R. Fagan; Treasurer, Abel C. Allison; Directors, Chas. R. Fagan, Thos. Walsh, A. M. Colegrove, J. P. Stow, C. C. Hubbard, C. A. Pelton, F. J. Chaffee, A. C. Allison, C. A. Newell, W. T. Elmer, E. J. Paddock, W. W. Wilcox, H. L. Brown, W. K. Bacon, J. K. Guy, David Hale.



## DIME SAVINGS BANK OF NORWICH.

FRANK L. WOODARD, Treasurer.

INCORPORATED, 1869.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$664,787.07	Whole Am't of Deposits, \$1,383,263.03	
Loans on Collateral Security, . . .	287,764.67	Surplus Account, . . .	29,200.00
Loans on Pers'l Sec'ty only, . . .	40,900.00	Interest Account, . . .	29,227.82
Town, City, and Corp'n B'ds, . . .	23,000.00	Profit and Loss, . . .	17,703.46
Railroad Bonds, . . .	188,000.00	Rent, . . . . .	4,980.16
Bank Stocks in Connecticut, . . .	1,000.00		
Real Estate by Foreclosure, . . .	186,036.19		
Banking House, . . .	12,800.00		
Tax Account, . . .	1,370.25		
Expense Account, . . .	2,275.39		
Cash in Bank, . . .	52,402.48		
Cash on hand, . . .	2,898.76		
Real Estate Advances, . . .	1,139.66		
Total Assets, . . .	\$1,464,374.47	Total Liabilities, . . .	\$1,464,374.47

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
City of Cincinnati, 6s, 1909, . . . . \$	22,000.00	22,000.00	26,950.00
" " Gold, 6s, 1906, . . . .	1,000.00	1,000.00	1,225.00
RAILROAD BONDS.			
St. Louis, Jacksonville & Chicago, 7s, 1894,	32,000.00	32,000.00	37,760.00
Louisiana & Missouri River, 7s, 1900,	20,000.00	20,000.00	24,200.00
Joliet & Northern Indiana, 7s, 1907,	4,000.00	4,000.00	4,800.00
Chic. & N. W., Northwestern Union, 7s, 1917,	30,000.00	30,000.00	40,500.00
Chic. & N. W., DesM. & Minneapolis, 7s, 1907,	25,000.00	25,000.00	30,750.00
Chicago, Milwaukee & St. Paul:			
Mineral Point Division, 5s, 1910,	25,000.00	25,000.00	25,125.00
LaCrosse & Davenport " 5s, 1919,	30,000.00	30,000.00	30,000.00
Chic. & Pac. West. " 5s, 1921,	22,000.00	22,000.00	22,880.00
BANK STOCK.			
10 shares Norwich National, . . . .	1,000.00	1,000.00	1,000.00

## DIME SAVINGS BANK OF NORWICH. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	5,053; total amount,	\$492,523.03
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	357; total amount,	248,188.00
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	276; total amount,	370,016.00
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	110; total amount,	251,130.00
5	Number of depositors having over \$10,000,	2; total amount,	21,406.00
6	Total number of depositors, . . . . .	5,798; total deposits,	\$1,383,263.03
7	Largest amount due a single depositor, \$11,131.83.		
8	Number of accounts opened during the year, 862; number closed, 716.		
9	Amount of income received during the year, \$73,466.57.		
10	Amount of dividends declared during the year, \$52,096.61.		
11	Amount deposited, including interest credited, the past year, \$375,832.18.		
12	Amount withdrawn during the year, \$333,458.18.		
13	Increase of deposits the past year, \$42,374.00.		
14	Amount carried to surplus or profit and loss during the year, \$3,415.00.		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, \$5,000.00.		
17	Rate of dividend the last year, 4 per cent.; when paid, May and November.		
18	State tax during the past year, \$2,740.50.		
19	Total office expenses the past year, including salaries, \$4,779.44.		
20	Net amount of income during the year from real estate owned, \$5,871.76.		
21	What assets, if any, yielding no income during the year, \$20,003.91.		
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$50,000.00.		
24	Date of annual meeting for choice of officers, 2d Wednesday in May.		

OFFICERS. — President, E. R. Thompson; Vice-Presidents, H. H. Osgood and W. R. Austin; Treasurer, Frank L. Woodard; Directors, Wm. C. Osgood, F. J. Leavens, W. R. Burnham, C. D. Browning, J. Hunt Smith, E. G. Bidwell, Gardiner Greene, Jr., George C. Raymond, Nicholas Tarrant, I. W. Carpenter.

## DIME SAVINGS BANK OF THOMPSON.

CHARLES ARNOLD, Treasurer.

INCORPORATED, 1871.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$259,495.00	Whole Amt. of Deposits, . \$444,172.84
Loans on Collateral Security, 19,220.00	Surplus Account, . . 23,527.12
Loans on Personal Sec'y only, 74,520.57	Interest Account, . . 1,222.96
Town, City, and Corp. Bonds, 5,000.00	Rents, . . . . 147.70
Thompson Town Orders, . 2,068.33	
Railroad Bonds, . . . 14,112.50	
Bank Stocks in Connecticut, 23,958.00	
Bank Stocks in other States, 29,754.86	
Real Estate by Foreclosure, 26,450.31	
Expense Account, . . . 200.00	
Cash in Bank, . . . 14,291.05	
Total Assets, . . . \$469,070.62	Total Liabilities, . . \$469,070.62

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
Champion Machine Co., 3s, 1892, . . . \$	2,500.00	2,500.00	2,500.00
Whiteley, Fassler & Kelly, 3s, 1893, . . .	2,500.00	2,500.00	2,500.00
RAILROAD BONDS.			
Chicago, Milwaukee & St. Paul (Mineral Point Division), 5s, 1910, . . . . .	10,000.00	9,406.25	10,000.00
Chicago, Milwaukee & St. Paul (Chicago, Pacific & Western Division), 5s, 1921, . . .	5,000.00	4,706.25	5,250.00
BANK STOCKS.			
100 shares Thompson National Bank, . . .	10,000.00	11,003.00	11,000.00
12 " Home " " Meriden, . . .	1,200.00	1,380.00	1,416.00
10 " First " " " . . .	1,000.00	1,050.00	1,150.00
73 " City " " Bridgeport, . . .	7,300.00	10,525.00	10,950.00
150 " Fourth " " New York, . . .	15,000.00	18,749.25	21,000.00
50 " Continental " " " . . .	5,000.00	5,499.36	6,400.00
50 " Central " " " . . .	5,000.00	5,506.25	6,500.00

## MISCELLANEOUS ITEMS.

1 Number of depositors having \$500 or less,	824; total amount, \$107,483.05
2 Number of depositors having over \$500 and less than \$1,000, . . . . .	168; total amount, 117,832.42
3 Number of depositors having \$1,000 and not over \$2,000, . . . . .	87; total amount, 117,559.84
4 Number of depositors having over \$2,000 and not over \$10,000, . . . . .	32; total amount, 101,297.53
6 Total number of depositors, . . . . .	1,111; total deposits, \$444,172.84



## DIME SAVINGS BANK OF THOMPSON. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 7 Largest amount due a single depositor, \$6,690.65.
- 8 Number of accounts opened during the year, 131; number closed, 96.
- 9 Amount of income received during the year, \$25,369.03.
- 10 Amount of dividends declared during the year, \$17,068.60.
- 11 Amount deposited, including interest credited, the past year, \$71,761.23.
- 12 Amount withdrawn during the year, \$69,905.23.
- 13 Increase of deposits the past year, \$1,856.00.
- 14 Amount carried to surplus or profit and loss during the year, \$6,162.58.
- 15 Amount of paper past due, \$16,222.69.
- 16 Amount of paper charged off the past year, \$2,202.41.
- 17 Rate of dividend the last year, 4 per cent.; when paid, February and August.
- 18 State tax during the past year, \$919.95.
- 19 Total office expenses the past year, including salaries, \$1,791.98.
- 20 Net amount of income during the year from real estate owned, \$613.39.
- 21 What assets, if any, yielding no income during the year, \$13,672.69.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$24,600.00.
- 24 Date of annual meeting for choice of officers, last Tuesday in July.

OFFICERS. — President, George H. Nichols; Treasurer, Charles Arnold; Directors, Thomas D. Sayles, James N. Kingsbury, Jeremiah Olney, Marcus F. Towne, Frank Cranska, H. H. Dike, John Elliott, Lowell Holbrook, Marvin D. Elliott, Oscar Tourtellotte, L. P. Lamoureux, David Chase, F. M. Messenger, Thomas Hutchinson.

## THE DIME SAVINGS BANK OF WALLINGFORD.

LEONARD B. BISHOP, Treasurer.

INCORPORATED, 1871.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, .	\$141,772.59	Whole Amount of Deposits, \$215,235.16	
Loans on Collateral Security, .	2,000.00	Surplus Account, . .	9,877.39
Loans on Pers'l Secur'y only, .	20,425.00	Interest Account, . .	1,590.87
Wallingford Borough Notes, .	7,500.00		
“ Cen'l School Dist. N't's, .	19,000.00		
Bank Stocks in Connecticut, .	17,700.00		
Tax Account, . . .	58.95		
Expense Account . . .	219.63		
Suspense Account, . . .	458.29		
Cash in Bank, . . .	17,038.39		
Cash on hand, . . .	530.57		
Total Assets, . . .	\$226,703.42	Total Liabilities, . . .	\$226,703.42

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.			
150 shares First National, Wallingford, . . . \$	15,000.00	15,000.00	16,200.00
27 “ “ “ Meriden, . . .	2,700.00	2,700.00	2,862.00

## MISCELLANEOUS ITEMS.

- 1 Number of depositors having \$500 or less, 1,129; total amount, \$95,320.95
- 2 Number of depositors having over \$500 and less than \$1,000, 83; total amount, 55,065.30
- 3 Number of depositors having \$1,000 and not over \$2,000, 46; total amount, 57,737.85
- 4 Number of depositors having over \$2,000 and not over \$10,000, 3; total amount, 7,111.06
- 6 Total number of depositors, 1,261; total deposits, \$215,235.16
- 7 Largest amount due a single depositor, \$2,575.79.
- 8 Number of accounts opened during the year, 201; number closed, 115.
- 9 Amount of income received during the year, \$10,534.08.
- 10 Amount of dividends declared during the year, \$7,516.86.
- 11 Amount deposited, including interest credited, the past year, \$70,904.24.
- 12 Amount withdrawn during the year, \$50,769.22.
- 13 Increase of deposits the past year, \$20,135.02.
- 14 Amount carried to surplus or profit and loss during the year, \$1,899.23.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent; when paid, January, 2 per cent., July, 2 per cent.

## THE DIME SAVINGS BANK OF WALLINGFORD. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 18 State tax during the past year, \$391.26.
- 19 Total office expenses the past year, including salaries, \$1,354.50.
- 20 Net amount of income during the year from real estate owned, none owned.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$7,925.00.
- 24 Date of annual meeting for choice of officers, second Tuesday in July.

OFFICERS. — President, Samuel Simpson; Treasurer, Leonard B. Bishop; Directors, Morton Judd, John Atwater, L. M. Hubbard, P. F. Ives, P. W. Hall, Hugh Mallon, Charles N. Jones, Geo. E. Dickerman.



## DIME SAVINGS BANK OF WATERBURY.

GUERNSEY S. PARSONS, Treasurer.

INCORPORATED, 1870.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$769,905.00	Whole Amt. of Deposits, . . .	\$1,607,947.13
Loans on Collateral Security, . . .	297,400.00	Surplus Account, . . .	40,000.00
Loans on Pers'al Sec'y only, . . .	138,781.50	Interest Account, . . .	47,798.81
Town, City, and Corp'n B'ds, . . .	50,000.00	Profit and Loss, . . .	10,991.00
Town, City, and Borough Notes and Orders, . . .	116,995.36		
School Dist. Notes and Orders, . . .	1,835.00		
Railroad Bonds, . . .	116,000.00		
Bank Stocks in Connecticut, . . .	60,929.00		
Bank Stocks in other States, . . .	1,500.00		
Real Estate by Foreclosure, . . .	54,832.54		
Safes, etc., . . .	1,000.00		
Insurance Account, . . .	85.61		
Cash in Bank, . . .	76,747.60		
Cash on hand, . . .	20,725.33		
Total Assets, . . .	\$1,706,736.94	Total Liabilities, . . .	\$1,706,736.94

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
City of Waterbury, Conn., . . . . . \$	86,995.00	86,995.36	86,995.36
Town of Waterbury, Conn., . . . . .	30,000.00	30,000.00	30,000.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Center District, Watertown, Conn., . .	1,675.00	1,675.00	1,675.00
Bunker Hill District, Waterbury, Conn., .	160.00	160.00	160.00
TOWN, CITY, AND CORPORATION BONDS.			
Stamford Sewer Bonds, 4s, 1891,	5,000.00	20,000.00	20,500.00
“ “ “ 4s, 1896,	5,000.00		
“ “ “ 4s, 1901,	5,000.00		
“ “ “ 4s, 1906,	5,000.00		
City of St. Louis, Mo., 4s, 1908,	20,000.00	20,000.00	20,700.00
“ Waterbury, Conn. 4½s, 1905, }	10,000.00	10,000.00	10,800.00
“ “ “ 4½s, 1904, }			
RAILROAD BONDS.			
Chicago & Northwestern:—			
Menominee Extension, 7s, 1911,	20,000.00	22,000.00	26,466.00
Northwestern Union, 7s, 1917,	15,000.00	17,500.00	20,037.50
Madison Extension, 7s, 1911,	20,000.00	23,500.00	26,200.00
Chicago & Tomah, 6s, 1905,	10,000.00	11,000.00	11,750.00

## DIME SAVINGS BANK OF WATERBURY. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.			
Illinois Central:—			
Iown Falls & Sioux City, 7s, 1917, \$	30,000.00	36,000.00	39,000.00
Delaware & Hudson Canal Co., 7s, 1917,	5,000.00	6,000.00	6,800.00
BANK STOCKS.			
520 shares Waterbury National, Waterbury, .	26,000.00	47,204.00	49,500.00
40 “ Hurlbut “ West Winsted,	4,000.00	5,600.00	6,000.00
65 “ Manufacturers “ Waterbury, .	6,500.00	8,125.00	8,580.00
12 “ National Shoe & Leather, N. Y., .	1,200.00	1,500.00	1,740.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	6,194; total amount,	\$594,713.61
2	Number of depositors having over \$500 and less than \$1,000,	467; total amount,	353,185.35
3	Number of depositors having \$1,000 and not over \$2,000,	310; total amount,	394,487.47
4	Number of depositors having over \$2,000 and not over \$10,000,	77; total amount,	250,151.08
5	Number of depositors having over \$10,000,	1; total amount,	15,409.62
6	Total number of depositors,	7,049; total deposits,	\$1,607,947.13
7	Largest amount due a single depositor,	\$15,409.62.	
8	Number of accounts opened during the year,	1,276; number closed,	894.
9	Amount of income received during the year,	\$90,633.84.	
10	Amount of dividends declared during the year,	\$62,157.25.	
11	Amount deposited, including interest credited, the past year,	\$594,243.74.	
12	Amount withdrawn during the year,	\$450,791.32.	
13	Increase of deposits the past year,	\$143,452.42.	
14	Amount carried to surplus or profit and loss during the year,	none.	
15	Amount of paper past due,	\$606.50.	
16	Amount of paper charged off the past year,	none,	
17	Rate of dividend the last year,	5 per cent.; when paid,	October and April.
18	State tax during the past year,	\$3,551.60.	
19	Total office expenses the past year, including salaries,	\$4,096.07.	
20	Net amount of income during the year from real estate owned,	\$273.96.	
21	What assets, if any, yielding no income during the year,	\$25,306.50.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$80,000.	
24	Date of annual meeting for choice of officers,	second Wednesday in January.	

OFFICERS. — President, Henry H. Peck; Treasurer, Guernsey S. Parsons; Directors, Henry H. Peck, Norman D. Grannis, Edward C. Lewis, Theodore I. Driggs, Fred. A. Spencer, Edward M. Burrall, Edward L. Frisbie, Sr., Charles W. Gillette, Guernsey S. Parsons.

## DIME SAVINGS BANK OF WILLIMANTIC.

JOHN L. WALDEN, Treasurer.

INCORPORATED, 1872.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$242,740.50	Whole amount of Deposits, . . .	\$589,927.66
Loans on Collateral Security, . . .	135,829.49	Surplus Account, . . .	16,700.00
Loans on Pers'l Sec'ty only, . . .	36,116.80	Profit and Loss, . . .	275.57
Town, City, and Borough Notes and Orders, . . .	2,953.48	Special Deposits, . . .	330.00
Railroad Bonds, . . .	60,534.38		
Bank Stocks in Connecticut, . . .	80,233.00		
Real Estate by Foreclosure, . . .	3,261.57		
Furniture and Fixtures, . . .	4,020.94		
Certificate of Deposit, . . .	8,000.00		
Insurance Account, . . .	114.32		
Cash in Bank, . . .	26,349.51		
Cash on hand, . . .	7,079.24		
Total Assets, . . .	\$607,233.23	Total Liabilities, . . .	\$607,233.23

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Sprague, . . . . . \$	152.88	152.88	
“ Chaplin, . . . . .	200.60	200.60	
Borough of Willimantic, . . . . .	2,600.00	2,600.00	
RAILROAD BONDS.			
Dubuque Division C., M. & St. Paul, 6s, 1920,	12,000.00	13,920.00	13,920.00
Menominee Extension, C. & N. West., 7s, 1911,	5,000.00	7,012.22	7,012.22
Chicago & Southwestern R. R. Co., 7s, 1899,	600.00	656.63	656.63
Iowa Falls & Sioux City, 7s, 1917,	14,000.00	20,213.40	20,500.00
Atchison, Topeka, & Santa Fé, 7s, 1899,	2,000.00	2,555.67	2,400.00
Mineral Point Div. C., M. & St. Paul, 5s, 1910,	5,000.00	5,227.08	5,200.00
Chic. & S. West. “ “ 6s, 1909,	5,000.00	5,866.00	5,900.00
Cedar Rapids & Missouri River, 7s, 1894,	4,500.00	5,083.38	5,000.00
BANK STOCKS.			
85 shares Mer. Loan and Trust Co., Willimantic,	8,500.00	9,043.00	10,625.00
119 “ First National Bank, Hartford, . . .	11,900.00	12,541.00	12,495.00
58 “ “ “ Willimantic, . . .	5,800.00	6,620.00	7,540.00
9 “ National Exchange, Hartford, . . .	450.00	594.00	595.00
30 “ Thames National Bank, Norwich, . . .	3,000.00	4,050.00	4,350.00
37 “ Uncas “ “ “ . . .	1,850.00	2,205.00	2,331.00
26 “ First “ “ Rockville, . . .	2,600.00	2,970.00	3,640.00
70 “ Stafford “ “ Stafford, . . .	7,000.00	5,000.00	700.00
50 “ Nat. Bank of Com., N. London, . . .	5,000.00	6,050.00	6,250.00
50 “ Norwich National Bank, Norwich, . . .	5,000.00	4,700.00	5,000.00
100 “ First “ “ “ . . .	10,000.00	11,550.00	10,000.00
12 “ City “ “ Hartford, . . .	1,200.00	1,110.00	1,200.00
120 “ Second “ “ Norwich, . . .	12,000.00	13,800.00	14,000.00



## DIME SAVINGS BANK OF WILLIMANTIC. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,322; total amount,	\$162,792.43
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	257; total amount,	154,441.07
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	152; total amount,	190,102.15
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	38; total amount,	82,592.01
6	Total number of depositors, . . . . .	2,769; total deposits,	\$589,927.66
7	Largest amount due a single depositor,		\$4,682.00.
8	Number of accounts opened during the year,	451; number closed	681.
9	Amount of income received during the year,		\$33,144.65.
10	Amount of dividends declared during the year,		\$24,335.
11	Amount deposited, including interest credited, the past year,		\$176,556.47.
12	Amount withdrawn during the year,		\$218,268.86.
13	Decrease of deposits the past year,		\$41,712.39.
14	Amount carried to surplus or profit and loss during the year,		\$1,575.00.
15	Amount of paper past due,		\$3,200.
16	Amount of paper charged off the past year,		none.
17	Rate of dividend the last year, 4 per cent.; when paid, April 10th and Octo- ber 10th.		
18	State tax during the past year,		\$1,414.42.
19	Total office expenses the past year, including salaries,		\$3,850.70.
20	Net amount of income during the year from real estate owned,		\$187.44.
21	What assets, if any, yielding no income during the year,		\$3,200.00.
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$50,000.00.		
24	Date of annual meeting for choice of officers, third Wednesday in July.		

OFFICERS. — President, James Walden; Treasurer, John L. Walden; Directors, James Walden, Ansel Arnold, James E. Murray, Fred. Rogers, William C. Jillson, E. G. Sumner, Amos T. Fowler, Anson Fowler, John L. Walden.

## ESSEX SAVINGS BANK.

EDWARD W. REDFIELD, Treasurer.

INCORPORATED, 1851.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, .	\$298,775.00	Whole Amount of Deposits, \$624,237.24	
Loans on Collateral Security, .	15,760.00	Surplus Account, . .	21,000.00
Loans on Personal Sec'y only, .	12,821.10	Interest Account, . .	13,697.21
Town, City, and Corp. Bonds, .	98,500.00	Rents, . . . .	3,920.28
Railroad Bonds, . . . .	103,000.00	Sundry Accounts, . .	10.52
Railroad Stocks, . . . .	2,392.50		
Bank Stocks in Connecticut, .	18,434.00		
Bank Stocks in other States, .	18,404.37		
Real Estate by Foreclosure, .	44,821.41		
Banking House, . . . .	4,023.14		
Office Furniture, etc., . . .	759.70		
Sundry Accounts, . . . .	268.74		
Expense Account, . . . .	618.36		
Premium Account, . . . .	30,123.21		
Cash in Bank, . . . .	11,540.16		
Cash on hand, . . . .	2,623.56		
Total Assets, . . . .	\$662,865.25	Total Liabilities, . . .	\$662,865.25

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD STOCKS.			
24 shares Delaware & Hudson Canal Co., . . \$	2,400.00	2,392.50	2,832.00
TOWN, CITY, AND CORPORATION BONDS.			
Middletown, . . . . 6s, 1890, . . . .	1,000.00	1,000.00	1,020.00
Borough of Danbury, . . . . 7s, . . . .	1,000.00	1,000.00	1,015.00
Town of Lyme, . . . . 5s, 1898, . . . .	500.00	500.00	520.00
“ “ Essex, . . . . 4½s, 1900, . . . .	20,000.00	20,000.00	20,000.00
City of Cincinnati, O., . . . 7s, 1904, . . . .	8,000.00	8,000.00	10,320.00
“ “ “ “ 7¾s, 1902, . . . .	19,000.00	19,000.00	24,130.00
“ “ “ “ 6s, 1909, . . . .	10,000.00	10,000.00	12,000.00
“ Chicago, Ill., . . . . 7s, 1892, . . . .	19,000.00	19,000.00	21,280.00
“ St. Louis, Mo., . . . . 6s, 1895, . . . .	10,000.00	10,000.00	11,400.00
“ Columbus, O., . . . . 6s, 1898, . . . .	1,000.00	1,000.00	1,067.00
“ “ “ “ 6s, 1896, . . . .	9,000.00	9,000.00	9,538.00
RAILROAD BONDS.			
Central Pacific, . . . . 6s, 1898, . . . .	1,000.00	1,000.00	1,150.00
New York Central & Hudson River, . . 7s, 1903, . . . .	15,000.00	15,000.00	19,762.00
Chic., Mil. & St. P., Min. Point Div., . 5s, 1910, . . . .	21,000.00	21,000.00	21,420.00
“ “ “ Southwest “ 6s, 1909, . . . .	14,000.00	14,000.00	15,702.50
“ “ “ Dubuque “ 6s, 1920, . . . .	8,000.00	8,000.00	9,420.00
“ “ “ “ 7s, 1903, . . . .	10,000.00	10,000.00	12,750.00

## ESSEX SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.—CONTINUED.				
Joliet & Northern Indiana,	. . . 6s, 1907, <sup>40</sup>	10,000.00	10,000.00	12,700.00
Iowa Falls & Sioux City,	. . . 7s, 1917,	15,000.00	15,000.00	20,500.00
Chicago & Tomah,	. . . 6s, 1905,	3,000.00	3,000.00	3,600.00
Atcheson, Topeka & Santa Fé,	. . . 7s, 1900,	6,000.00	6,000.00	7,200.00
BANK STOCKS.				
20 shares	Phoenix National, Hartford,	2,000.00	1,979.00	2,360.00
18 "	Hartford Trust Co., "	1,800.00	1,818.00	2,160.00
20 "	Second National, New Haven,	2,000.00	2,160.00	2,600.00
23 "	Yale " "	2,300.00	2,585.50	2,645.00
17 "	Middletown National, Middletown,	1,275.00	1,742.00	1,750.00
8 "	Middlesex Co., National, "	800.00	832.00	832.00
50 "	National Exchange, Hartford,	2,500.00	3,250.00	3,250.00
7 "	Merchants National, Norwich,	700.00	700.00	700.00
20 "	Uncas, " "	1,000.00	1,260.00	1,260.00
17 "	Saybrook Bank, Essex,	1,700.00	2,107.50	1,190.00
30 "	American Exchange Nat., New York,	3,000.00	3,257.50	4,320.00
11 "	Continental " "	1,100.00	1,563.75	1,485.00
10 "	Bank of America, " "	1,000.00	992.50	1,750.00
28 "	National Bank of Commerce, " "	2,800.00	2,800.00	4,760.00
20 "	National Park, " "	2,000.00	2,062.50	3,400.00
30 "	Chatham National, " "	750.00	635.62	1,575.00
18 "	Ninth " "	1,800.00	1,900.00	2,358.00
8 "	National Shoe & Leather, " "	800.00	1,100.00	1,120.00
10 "	Bank of New York, N. B. A., " "	1,000.00	1,005.00	2,080.00
25 "	Fourth National Bank, " "	2,500.00	3,087.50	3,625.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,489; total amount, \$165,960.11
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	173; total amount, 122,833.62
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	105; total amount, 149,259.14
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	53; total amount, 172,810.11
5	Number of depositors having over \$10,000,	1; total amount, 13,374.26
6	Total number of depositors, . . . . .	1,821; total deposits, \$624,237.24
7	Largest amount due a single depositor, \$13,374.26.	
8	Number of accounts opened during the year, 153; number closed, 124.	
9	Amount of income received during the year, \$32,626.69.	
10	Amount of dividends declared during the year, \$26,783.21.	
11	Amount deposited, including interest credited, the past year, \$94,983.12.	
12	Amount withdrawn during the year, \$72,318.30.	
13	Increase of deposits the past year, \$22,664.82.	
14	Amount carried to surplus or profit and loss during the year, \$1,088.89.	
15	Amount of paper past due, none.	



## ESSEX SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year,  $4\frac{1}{2}$  per cent. ; when paid,  $2\frac{1}{2}$  in Jan. and 2 in July
- 18 State tax during the past year, \$1,218.25.
- 19 Total office expenses the past year, including salaries, \$1,979.60.
- 20 Net amount of income during the year from real estate owned, \$187.50.
- 21 What assets, if any, yielding no income during the year, \$3,000.00.
- 22 Are all loans upon real estate secured by first mortgage ? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$7,360.00.
- 24 Date of annual meeting for choice of officers, fourth Monday in July.

OFFICERS. — President, James Phelps; Treasurer, Edward W. Redfield;  
Directors or Trustees, James Phelps, J. H. Tucker, Benjamin Post, N. H.  
Williams, G. K. Dickinson, C. H. Hubbard, R. C. Denison.

## FAIRFIELD COUNTY SAVINGS BANK, NORWALK.

J. H. BAILEY, Treasurer.

INCORPORATED, 1874.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$233,831.00	Whole Amount of Deposits, \$438,072.59	
Loans on Collateral Security, . . .	12,343.00	Surplus Account, . . .	12,200.00
Loans on Pers'l Secur'y only, . . .	6,500.00	Interest Account, . . .	3,210.11
Town, City, and Corp. Bonds, . . .	33,189.33		
School Dist. Notes and Orders, . . .	13,000.00		
Railroad Bonds, . . .	25,024.45		
Bank Stocks in Connecticut, . . .	39,352.17		
Bank Stocks in other States, . . .	47,349.13		
Real Estate by Foreclosure, . . .	16,204.78		
Insurance Account, . . .	117.11		
Cash in Bank, . . .	26,571.73		
Total Assets, . . .	\$453,482.70	Total Liabilities, . . .	\$453,482.70

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
SCHOOL DISTRICT NOTES AND ORDERS.			
Over-River School District, . . . . \$	10,000.00		
Center " " . . . .	3,000.00		
TOWN, CITY, AND CORPORATION BONDS.			
Borough of Bethel, Water Bonds, 6s, 1903, .	12,000.00	12,456.00	13,000.00
Borough of Norwalk, Sewer Bonds, 4s, 1907, .	10,000.00	10,333.33	10,333.00
City of Columbus, O., St. Imp'v't, 6s, 1896, .	10,000.00	10,400.00	10,400.00
RAILROAD BONDS.			
Chicago, Rock Island & Pacific, 6s, 1917, .	10,000.00	12,846.67	13,200.00
Chicago, Milwaukee & St. Paul } R.R., Mineral Point Division, } 5s, 1910, .	10,000.00	9,977.78	10,050.00
Danbury & Norwalk R. R., 7s, 1892, .	2,000.00	2,200.00	2,200.00
BANK STOCKS.			
40 shares Continental Nat'l Bank, New York,	4,000.00	4,000.00	5,200.00
50 " Fourth " " "	5,000.00	4,790.63	7,000.00
30 " National Park Bank, " "	3,000.00	3,180.00	5,265.00
50 " Nat'l Bank of the Republic, " "	5,000.00	5,050.00	7,100.00
30 " Mercantile National Bank, " "	3,000.00	2,850.00	4,500.00
30 " Central National Bank, " "	3,000.00	3,098.00	3,900.00
72 " Merchants Exc. Nat'l Bank, " "	3,600.00	3,336.25	4,248.00
255 " Phoenix National Bank, " "	5,100.00	5,130.00	6,885.00
250 " Tradesmen's Nat'l Bank, " "	10,000.00	9,833.00	10,400.00
10 " Seventh Ward Nat'l Bank, " "	1,000.00	1,081.25	1,200.00

## FAIRFIELD COUNTY SAVINGS BANK, NORWALK.—CONT'D.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS. — CONTINUED.				
50 shares	Western National Bank, New York, \$	5,000.00	5,000.00	4,750.00
35 "	National Bank of Norwalk, . . .	3,500.00	3,860.00	3,575.00
93 "	Fairfield Co. Nat'l Bank, Norwalk,	9,300.00	11,694.00	9,300.00
14 "	First National Bank of Westport, .	1,400.00	1,422.67	1,470.00
10 "	First National Bank of Norwich, . .	1,000.00	1,065.00	1,000.00
85 "	City Nat'l Bank of South Norwalk,	8,500.00	8,545.00	9,350.00
26 "	First Nat'l Bank of New Milford, . .	2,600.00	3,835.50	3,640.00
3 "	Conn. Nat'l Bank of Bridgeport, . .	300.00	405.00	450.00
50 "	Thames Nat'l Bank of Norwich, . . .	5,000.00	7,250.00	7,000.00
15 "	First National Bank of New Canaan,	1,500.00	1,275.00	1,275.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	966; total amount,	\$164,456.98
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	121; total amount,	69,896.57
3	Number of depositors having \$1,000 and not over, \$2,000, . . . . .	94; total amount,	129,407.69
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	27; total amount,	74,311.35
6	Total number of depositors, . . . . .	1,208; total deposits,	\$438,072.59
7	Largest amount due a single depositor, \$5,675.82.		
8	Number of accounts opened during the year, 165; number closed, 150.		
9	Amount of income received during the year, \$20,668.92.		
10	Amount of dividends declared during the year, \$16,453.64.		
11	Amount deposited, including interest credited, the past year, \$100,605.66.		
12	Amount withdrawn during the year, \$88,271.99.		
13	Increase of deposits the past year, \$12,333.67.		
14	Amount carried to surplus or profit and loss during the year, \$1,200.00.		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 4 per cent.; when paid, April 1 and October 1.		
18	State tax during the past year, \$784.02.		
19	Total office expenses the past year, including salaries, \$2,131.13.		
20	Net amount of income during the year from real estate owned, \$634.73.		
21	What assets, if any, yielding no income during the year, none.		
22	Are all loans on real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$14,000.00.		
24	Date of annual meeting for choice of officers, fourth Wednesday in January.		

OFFICERS. — President, Winfield S. Moody; Treasurer, James H. Bailey; Directors or Trustees, Winfield S. Moody, Martin S. Craw, Edward Merrill, Elbert Curtis, Alfred H. Camp, Henry F. Guthrie, Asa B. Woodward, J. Thornton Prowitt, Joseph C. Randle.



## FALLS VILLAGE SAVINGS BANK.

U. H. MINER, Treasurer.

INCORPORATED, 1854.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$198,386.02	Whole Amount of Deposits, \$507,345.48	
Loans on Collateral Security, . . .	12,100.00	Surplus Account, . . .	17,500.00
Loans on Pers'al Sec'ty only, . . .	64,147.97	Interest Account, . . .	4,544.25
Town, City, and Corp'n B'ds, . . .	33,400.00	Bills Payable, . . .	3,000.00
New Milford Town Notes, . . .	8,000.00		
Railroad Bonds, . . .	113,700.00		
Bank Stocks in Connecticut, . . .	40,507.00		
Bank Stocks in other States, . . .	11,200.00		
Real Estate by Foreclosure, . . .	30,920.00		
Banking House, . . .	12,230.28		
Insurance Account, . . .	71.85		
Expense Account, . . .	484.50		
Cash in Bank, . . .	3,459.31		
Cash on hand, . . .	3,782.80		
Total Assets, . . .	\$532,389.73	Total Liabilities, . . .	\$532,389.73

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
Cincinnati, Ohio, . . . . . 6s, 1909, \$	10,000 00	10,000.00	12,400.00
Cleveland, " . . . . . 6s, 1898,	20,000.00	23,400.00	23,400.00
RAILROAD BONDS.			
Joliet & Northern Indiana, . . . . . 7s, 1907,	5,000.00	6,425.00	6,250.00
Chicago, Milwaukee & St. Paul:			
Mineral Point Division, . . . . . 5s, 1910,	5,000.00	5,000.00	5,000.00
Southwestern " . . . . . 6s, 1909,	5,000.00	5,000.00	5,500.00
Chicago & Northwestern:			
Madison Extension, . . . . . 7s, 1911,	10,000.00	13,100.00	13,500.00
Northwestern Union, . . . . . 7s, 1917,	5,000.00	6,675.00	7,000.00
Menominee Extension, . . . . . 7s, 1911,	5,000.00	6,750.00	6,750.00
Chicago & Tomah, . . . . . 6s, 1905,	10,000.00	11,950.00	11,700.00
Milwaukee & Madison, . . . . . 6s, 1905,	10,000.00	11,900.00	11,700.00
Burlington & Mis. Riv. Land Grants, 7s, 1893,	10,000.00	10,000.00	11,000.00
Chic., R. I. & Pac., Chic. & Southw'n, 7s, 1899,	5,000.00	6,400.00	6,150.00
Illinois Central, Springfield Division, 6s, 1898,	10,000.00	10,000.00	11,500.00
Delaware & Bound Brook, . . . . . 7s, 1905,	5,000.00	6,550.00	6,500.00
Morris & Essex, . . . . . 7s, 1914,	10,000.00	13,950.00	14,000.00

## FALLS VILLAGE SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
167 shares	Nat. Iron Bank of Falls Village, Ct., \$	16,700.00	18,217.00	19,205.00
50 "	First National of Norwich, "	5,000.00	5,650.00	5,000.00
89 "	Second " " "	8,900.00	10,940.00	10,235.00
30 "	Thames " " "	3,000.00	4,500.00	4,500.00
12 "	Merchants " " "	1,200.00	1,200.00	1,200.00
112 "	Continental " New York,	11,200.00	11,200.00	14,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	989; total amount,	\$119,051.12
2	Number of depositors having over \$500 and less than \$1,000,	167; total amount,	114,813.92
3	Number of depositors having \$1,000, and not over \$2,000,	113; total amount,	145,057.29
4	Number of depositors having over \$2,000 and not over \$10,000,	41; total amount,	128,423.15
6	Total number of depositors,	1,310; total deposits,	\$507,345.48
7	Largest amount due a single depositor,	\$8,016.19.	
8	Number of accounts opened during the year,	188; number closed,	192.
9	Amount of income received during the year,	\$26,377.80.	
10	Amount of dividends declared during the year,	\$19,769.53.	
11	Amount deposited, including interest credited, the past year,	\$113,953.81.	
12	Amount withdrawn during the year,	\$129,932.01.	
13	Decrease of deposits the past year,	\$15,978 20.	
14	Amount carried to surplus or profit and loss during the year,	\$2,000.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year,	4 per cent.; when paid,	January and July.
18	State tax during the past year,	\$1,068.30.	
19	Total office expenses the past year, including salaries,	\$1,920.65.	
20	Net amount of income during the year from real estate owned,	\$686.49.	
21	What assets, if any, yielding no income during the year,	\$2,000; wood land.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$13,000.	
24	Date of annual meeting for choice of officers,	September.	

OFFICERS.—President, Daniel Brewster; Treasurer, U. H. Miner; Directors or Trustees, Daniel Brewster, U. H. Miner, James H. Barnum, Henry E. Wethrell, P. C. Storm, Henry C. Gaylord, E. J. Hornbeck.

## FARMERS &amp; MECHANICS SAVINGS BANK, MIDDLETOWN.

FRED. B. CHAFFEE, Treasurer.

INCORPORATED, 1858.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$791,827.00	Whole Am't of Deposits, . .	\$1,654,987.54
Loans on Collateral Security, .	82,966.00	Surplus Account, . . .	60,000.00
Loans on Pers'l Sec'ty only, .	9,450.00	Interest Account, . . .	18,206.66
Town, City, and Corp'n B'ds, .	401,700.00	Profit and Loss Account, .	10,116.28
Railroad Bonds, . . .	68,000.00	Loan Account, . . .	2,539.58
Bank Stocks in Connecticut, .	198,750.00		
Bank Stocks in other States, .	600.00		
Real Estate by Foreclosure, .	139,371.40		
Bank Block, . . .	34,117.43		
Tax Account, . . .	1,468.51		
Miscellaneous Account, . . .	1,215.68		
Expense Account, . . .	1,532.77		
Loan Account, . . .	46.45		
Cash in Bank, . . .	5,539.94		
Cash on hand, . . .	9,264.88		
Total Assets, . . .	\$1,745,850.06	Total Liabilities, . . .	\$1,745,850.06

## INVESTMENTS.

DESCRIPTION.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.						
Town of Chatham, Conn., 5s,	1904,	. . . \$		4,700.00	4,700.00	4,958.50
“ “ “ 7s,	1891,	. . .		400.00	400.00	424.00
“ Middletown, “ 6s,	1889 and 1890,			137,000.00	137,000.00	138,370.00
“ “ “ 6s,	1890, . . .			25,000.00	25,000.00	25,875.00
“ “ “ 7s,	1891, . . .			73,000.00	73,000.00	78,110.00
“ Portland, “ 7s,	1891, . . .			24,700.00	24,700.00	26,429.00
“ “ “ 6s,	1889 and 1890,			4,000.00	4,000.00	4,120.00
“ Middlefield, “ 7s,	1891, . . .			8,900.00	8,900.00	9,523.00
“ Hebron, “ 6s,	1890, . . .			1,000.00	1,000.00	1,020.00
City of St. Louis, Mo., 6s,	1894, . . .			6,000.00	6,000.00	6,540.00
“ “ “ 6s,	1905, . . .			5,000.00	5,000.00	6,000.00
“ “ “ 6s,	1906, . . .			10,000.00	10,000.00	12,100.00
“ Dayton, Ohio, 6s,	1894, . . .			10,000.00	10,000.00	10,925.00
“ Cleveland, “ 6s,	1895, . . .			4,000.00	4,000.00	4,440.00
“ Columbus, “ 6s,	1891, . . .			5,000.00	5,000.00	5,262.50
“ “ “ 6s,	1896, . . .			10,000.00	10,000.00	10,400.00
“ Cincinnati, “ 6s,	1909, . . .			10,000.00	10,000.00	12,100.00
“ “ “ 7 <sup>3</sup> / <sub>10</sub> s,	1906, . . .			10,000.00	10,000.00	13,200.00
“ Milwaukee, Wis., 7s,	1902, . . .			22,000.00	22,000.00	24,200.00
“ Detroit, Mich., 7s,	1905, . . .			5,000.00	5,000.00	6,550.00
“ Chicago, Ill., 7s,	1895, . . .			25,000.00	25,000.00	28,875.00
Middlesex B'king Co., Mid., 6s,	1891, . . .			1,000.00	1,000.00	1,000.00
RAILROAD BONDS.						
Chic., Mil. & St. P., LaCrosse & Dav. Div., 5s,	1919,			21,000.00	21,000.00	21,000.00
“ “ “ Dubuque Div., 6s,	1920,			15,000.00	15,000.00	17,250.00
“ “ “ So. West. Div., 6s,	1909,			10,000.00	10,000.00	11,200.00
“ “ “ Mineral Point Div., 5s,	1910,			15,000.00	15,000.00	15,000.00
“ “ “ C. & Lake Sup. Div., 5s,	1921,			3,000.00	3,000.00	3,060.00
Fonda, Johnstown & Gloversville, 7s,	1900,			4,000.00	4,000.00	4,760.00



## FARMERS &amp; MECHANICS SAVINGS BANK. — CONTINUED.

## INVESTMENTS — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
300 shares	Middlesex Co. Nat., Middletown, . \$	30,000.00	30,000.00	31,500.00
252 "	Central " "	18,900.00	18,900.00	26,460.00
326 "	Middletown " "	24,450.00	24,450.00	34,230.00
303 "	First " "	30,300.00	30,300.00	31,815.00
108 "	First " Portland, .	10,800.00	10,800.00	11,340.00
238 "	First " Meriden, .	23,800.00	23,800.00	26,656.00
27 "	Meriden " "	2,700.00	2,700.00	3,510.00
130 "	Home " "	13,000.00	13,000.00	15,600.00
111 "	Thames " Norwich, .	11,100.00	11,100.00	14,430.00
150 "	First " "	15,000.00	15,000.00	12,000.00
100 "	Second " "	10,000.00	10,000.00	11,500.00
45 "	New Britain " New Britain, .	4,500.00	4,500.00	6,750.00
5 "	Nat. Bank of Commerce, N. London, .	500.00	500.00	585.00
37 "	" " N. England, E. Haddam, .	3,700.00	3,700.00	4,440.00
6 "	Fourth Nat., New York, .	600.00	600.00	840.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less, .	2,435; total amount, .	\$321,264.23
2	Number of depositors having over \$500 and less than \$1,000, .	536; total amount, .	343,147.27
3	Number of depositors having \$1,000 and not over \$2,000, .	325; total amount, .	448,514.07
4	Number of depositors having over \$2,000 and not over \$10,000, .	166; total amount, .	502,138.79
5	Number of depositors having over \$10,000, .	3; total amount, .	39,923.18
6	Total number of depositors, . . . .	3,465; total deposits, .	\$1,654,987.54
7	Largest amount due a single depositor, .	\$15,954.47.	
8	Number of accounts opened during the year, .	538; number closed, .	456.
9	Amount of income received during the year, .	\$98,455.52.	
10	Amount of dividends declared during the year, .	\$63,312.66.	
11	Amount deposited, including interest credited, the past year, .	\$364,806.62.	
12	Amount withdrawn during the year, .	\$319,674.47.	
13	Increase of deposits the past year, .	\$45,132.15.	
14	Amount carried to surplus and profit and loss during the year, .	\$28,500.00.	
15	Amount of paper past due, .	none.	
16	Amount of paper charged off the past year, .	none.	
17	Rate of dividend the last year, .	4 per cent.; when paid, after February 10th and August 10th.	
18	State tax during the past year, .	\$2,791.02.	
19	Total office expenses the past year, including salaries, .	\$6,090.65.	
20	Net amount of income during the year from real estate owned, .	\$5,294.20.	
21	What assets, if any, yielding no income during the year, .	\$22,150.00.	
22	Are all loans upon real estate secured by first mortgage? .	Yes.	
23	Largest amount loaned to one individual company, society, or corporation, .	\$49,000.00.	
24	Date of annual meeting for choice of officers, .	second Wednesday in July.	

OFFICERS. — President, Jno. M. Douglas; Treasurer, Fred. B. Chaffee; Directors or Trustees, Benj. Douglas, Jno. M. Douglas, Saml. T. Camp, E. Bound Chaffee, A. Cornwell, Wm. W. Wilcox, Hiram Veazey, E. W. N. Starr, S. Stearns, Jr., Wm. R. Galpin, Oscar Leach, D. B. Coe, A. B. Calef, E. G. Cone, Dr. L. Bailey, D. H. Chase, O. V. Coffin, Hezekiah Scovill, Aug. H. Conklin, Henry G. Newton, Geo. N. Ward, Geo. T. Meech.





## FARMINGTON SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.—CONTINUED.			
Illinois Central, Spring'd Div., 6s, 1898, . \$	30,000.00	30,000.00	34,500.00
Maple River, 7s, 1897, .	10,000.00	10,000.00	11,600.00
Milwaukee & Madison, 6s, 1905, .	10,000.00	10,000.00	11,600.00
Chicago & Milwaukee, 7s, 1903, .	20,000.00	20,000.00	25,400.00
BANK STOCKS.			
90 shares Charter Oak National, Hartford,	9,000.00	9,000.00	9,000.00
100 " Farmers & Mechanics Nat., "	10,000.00	10,000.00	10,000.00
150 " National Exchange, "	7,500.00	7,500.00	9,000.00
10 " Hartford National, "	1,000.00	1,000.00	1,500.00
60 " State Bank, "	7,000.00	7,000.00	6,440.00
40 " Mercantile National, "	4,000.00	4,000.00	3,400.00
50 " Ætna " "	5,000.00	5,000.00	5,000.00
200 " First " "	20,000.00	20,000.00	20,000.00
70 " American " "	3,500.00	3,500.00	4,200.00
50 " Hartford Trust Company, "	5,000.00	5,000.00	6,000.00
100 " National New Haven, New Haven,	10,000.00	10,000.00	15,500.00
60 " Merchants National, "	3,000.00	3,000.00	3,420.00
50 " Meriden " Meriden,	5,000.00	5,000.00	6,250.00
207 " Home " "	20,700.00	20,700.00	24,840.00
200 " First " "	20,000.00	20,000.00	21,000.00
8 " Middlesex Co. " Middletown,	800.00	800.00	800.00
50 " New Britain " New Britain,	5,000.00	5,000.00	6,750.00
100 " Nat'l Bank of Norwalk, Norwalk,	10,000.00	10,000.00	11,000.00
120 " Southington National, Southington,	12,000.00	12,000.00	12,000.00
106 " Merchants " New York,	5,300.00	5,300.00	7,102.00
50 " Nat'l Bank of Commerce, New York,	5,000.00	5,000.00	8,350.00
100 " American Exc. National, "	10,000.00	10,000.00	14,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,250; total amount,	\$302,591.37
2	Number of depositors having over \$500 and less than \$1,000, .	535; total amount,	368,724.00
3	Number of depositors having \$1,000 and not over \$2,000, .	393; total amount,	541,143.00
4	Number of depositors having over \$2,000 and not over \$10,000, .	307; total amount,	818,691.00
5	Number of depositors having over \$10,000,	4; total amount,	56,549.00
6	Total number of depositors,	3,489; total deposits,	\$2,087,698.37
7	Largest amount due a single depositor,	\$20,169.05.	
8	Number of accounts opened during the year,	266; number closed,	262.
9	Amount of income received during the year,	\$122,964.71.	
10	Amount of dividends declared during the year,	\$90,915.78.	
11	Amount deposited, including interest credited, the past year,	\$282,483.12.	
12	Amount withdrawn during the year,	\$225,809.37.	
13	Increase of deposits the past year,	\$56,673.75.	
14	Amount carried to surplus or profit and loss during the year,	nothing.	



## FARMINGTON SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year,  $4\frac{1}{2}$  per cent.; when paid,  $2\frac{1}{2}$  per cent. January 1st; 2 per cent. July 1st.
- 18 State tax during the past year, \$4,721.02.
- 19 Total office expenses the past year, including salaries, \$5,541.91.
- 20 Net amount of income during the year from real estate owned, \$462.06.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$57,000.00.
- 24 Date of annual meeting for choice of officers, third Monday in January.

OFFICERS. — President, William Gay; Treasurer, Julius Gay; Directors or Trustees, William Gay, Winthrop M. Wadsworth, Franklin Wheeler, Edward Norton, Chauncey Deming, Henry W. Barbour, Erastus Gay, Julius Gay, Newton Hart.

## FREESTONE SAVINGS BANK, PORTLAND.

JNO. H. SAGE, Treasurer.

INCORPORATED, 1865.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$111,659.00	Whole Amount of Deposits, \$304,938.46	
Loans on Collateral Security, . . .	31,072.00	Surplus Account, . . .	13,000.00
Loans on Pers'l Sec'ty only, . . .	28,145.60	Interest Account, . . .	1,264.39
United States Bonds, . . .	5,000.00	Profit and Loss, . . .	7,334.16
Town, City, and Corp. Bonds, . . .	44,300.00		
Railroad Bonds, . . .	60,000.00		
Bank Stocks in Connecticut, . . .	23,425.00		
Bank Stocks in other States, . . .	3,300.00		
Real Estate by Foreclosure, . . .	4,800.00		
Tax Account, . . .	24.55		
Insurance Account, . . .	34.70		
Premium Account, . . .	6,500.00		
Cash in Bank, . . .	8,276.16		
Total Assets, . . .	\$326,537.01	Total Liabilities, . . .	\$326,537.01

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Registered, . . . . . \$	5,000.00	5,000.00	6,450.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Chatham, 7s, 1891, . . . . .	3,000.00	3,000.00	3,210.00
" Middletown, 7s, 1891, . . . . .	2,500.00	2,500.00	2,700.00
" Portland, 7s, 1891, . . . . .	8,300.00	8,300.00	8,964.00
" Middletown, 6s, 1889, . . . . .	4,000.00	4,000.00	4,000.00
" Portland, 6s, 1890, . . . . .	2,000.00	2,000.00	2,040.00
" Middlefield, 6s, 1889, . . . . .	500.00	500.00	500.00
" Hartford, 4½s, 1890, . . . . .	1,000.00	1,000.00	1,010.00
City of St. Louis, Mo., 6s, 1893, . . . . .	5,000.00	5,000.00	5,400.00
" " 6s, 1895, . . . . .	1,000.00	1,000.00	1,110.00
City of Chicago, Ill., 7s, 1892, . . . . .	2,000.00	2,000.00	2,160.00
" " 7s, 1894, . . . . .	3,000.00	3,000.00	3,450.00
City of Cleveland, O., 7s, 1892, . . . . .	2,500.00	2,500.00	2,750.00
" " 7s, 1894, . . . . .	1,000.00	1,000.00	1,140.00
" " 6s, 1898, . . . . .	2,000.00	2,000.00	2,240.00
" Bangor, Me., 7s, 1899, . . . . .	1,000.00	1,000.00	1,200.00
" Detroit, Mich., 7s, 1893, . . . . .	3,500.00	3,500.00	3,955.00
" Bath, Me., 6s, 1893, . . . . .	2,000.00	2,000.00	2,100.00
RAILROAD BONDS.			
Chic., M. & St. Paul (Mineral Point), 5's, 1910,	5,000.00	5,000.00	5,000.00
" " (Lake Superior), 5's, 1921,	4,000.00	4,000.00	4,000.00
Warren, . . . . . 7's, 1900,	1,000.00	1,000.00	1,000.50

FREESTONE SAVINGS BANK.—CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.			
Oswego & Rome, . . . . . 7s, 1915, <sup>\$</sup>	1,000.00	1,000.00	1,200.00
Union Pacific, . . . . . 6s, 1896,	2,000.00	2,000.00	2,260.00
Pacific R. R. of Missouri, . . . . 4s, 1938,	4,000.00	4,000.00	3,920.00
Joliet & Northern Indiana, . . . . 7s, 1907,	5,000.00	5,000.00	6,400.00
Burl. & Missouri River, Land Grants, 7s, 1893,	8,000.00	8,000.00	9,040.00
St. Louis, Jacksonville & Chicago, . 7s, 1894,	6,000.00	6,000.00	6,780.00
Ill. Central, Springfield Division, . 6s, 1898,	5,000.00	5,000.00	5,720.00
Chicago & Tomah, . . . . . 7s, 1905,	1,000.00	1,000.00	1,160.00
Chicago & Alton, . . . . . 7s, 1893,	5,000.00	5,000.00	5,600.00
Cedar Rapids & Missouri River, . . 7s, 1891,	4,000.00	4,000.00	4,090.00
“ “ “ “ “ “ “ “ “ “ “ “ “ “ 7s, 1894,	1,000.00	1,000.00	1,140.00
Kansas City, Lawrence & Southern, 6s, 1909,	2,000.00	2,000.00	2,260.00
Atchison, Topeka & Santa Fé, . . 7s, 1899,	3,000.00	3,000.00	3,540.00
Norwich & Worcester, . . . . . 6s, 1897,	1,000.00	1,000.00	1,150.00
Chicago, Burlington & Quincy, . . 7s, 1890,	2,000.00	2,000.00	2,120.00
BANK STOCKS.			
100 shares First National, Portland, . .	10,000.00	10,000.00	10,500.00
40 “ First National, Middletown, . .	4,000.00	4,000.00	4,200.00
30 “ Middletown National, Middletown, .	2,250.00	2,250.00	3,060.00
22 “ Middlesex County Nat., “ “ “ “	2,200.00	2,200.00	2,244.00
5 “ Central National, Middletown, . .	375.00	375.00	500.00
15 “ Thames National, Norwich, . . .	1,500.00	1,500.00	2,100.00
5 “ First National, Norwich, . . . .	500.00	500.00	500.00
11 “ Deep River National, Deep River, .	1,100.00	1,100.00	1,375.00
5 “ Nat. B'k New England, E. Haddam, .	500.00	500.00	600.00
5 “ National Bank, Norwalk, . . . .	500.00	500.00	525.00
10 “ National Exchange, Hartford, . .	500.00	500.00	630.00
33 “ Nat'l Shoe & Leather, New York, .	3,300.00	3,300.00	4,950.00

MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	743; total amount,	\$79,086.34
2	Number of depositors having over \$500 and less than \$1,000,	86; total amount,	60,491.08
3	Number of depositors having \$1,000 and not over \$2,000,	42; total amount,	57,709.16
4	Number of depositors having over \$2,000 and not over \$10,000,	31; total amount,	96,596.16
5	Number of depositors having over \$10,000,	1; total amount,	11,055.72
6	Total number of depositors,	903; total deposits,	\$304,938.46
7	Largest amount due a single depositor, \$11,055.72.		
8	Number of accounts opened during the year, 127; number closed, 99.		
9	Amount of income received during the year, \$18,910.26.		
10	Amount of dividends declared during the year, \$11,735.18.		
11	Amount deposited, including interest credited, the past year, \$65,455.70.		
12	Amount withdrawn during the year, \$62,832.86.		



## FREESTONE SAVINGS BANK.—CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 13 Increase of deposits the past year, \$2,622.84.
- 14 Amount carried to surplus or profit and loss during the year, \$1,000.00.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, February 1st and August 1st.
- 18 State tax during the past year, \$570.76.
- 19 Total office expenses the past year, including salaries, \$1,608.56.
- 20 Net amount of income during the year from real estate owned, income used to repair property.
- 21 What assets, if any, yielding no income during the year, \$2,700.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$10,000.
- 24 Date of annual meeting for choice of officers, first Monday in July.

OFFICERS. — President, F. Gildersleeve; Treasurer, Jno. H. Sage; Directors, Hobart Davis, E. Brainerd, Andrew Cornwall, E. I. Bell, C. A. Sears, O. Gildersleeve, Jno. H. Sage.

## GREENWICH SAVINGS BANK.

MARK BANKS, Treasurer.

INCORPORATED, 1870.

## STATEMENT, OCTOBER 1, 1888

ASSETS.		LIABILITIES	
Loans on Real Estate, .	\$148,320.00	Whole Amount of Deposits, \$	178,568.20
Loans on Collateral Security, .	2,465.00	Surplus Account, . .	4,956.00
Loans on Personal Security only, .	3,000.00	Interest Account, . .	5,587.38
Greenwich Borough Notes, .	2,717.90		
Bank Stocks in Connecticut, .	2,369.00		
Real Estate by Foreclosure, .	3,805.92		
Tax Account, . . .	159.31		
Expense Account, . .	515.66		
Cash in Bank, . . .	21,297.39		
Cash on hand, . . .	4,461.40		
Total Assets, . . .	\$189,111.58	Total Liabilities, . .	\$189,111.58

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.			
46 shares Stamford National Bank, . . . \$	1,380.00	2,369.00	2,369.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	589; total amount, \$	54,094.26
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	56; total amount,	39,197.14
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	32; total amount,	42,482.68
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	16; total amount,	42,794.12
6	Total number of depositors, . . . . .	693; total deposits, \$	178,568.20
7	Largest amount due a single depositor, \$	6,343.75.	
8	Number of accounts opened during the year, 132; number closed, 126.		
9	Amount of income received during the year, \$	8,875.89.	
10	Amount of dividends declared during the year, \$	6,307.77.	
11	Amount deposited, including interest credited, the past year, \$	112,266.30.	
12	Amount withdrawn during the year, \$	117,403.19.	
13	Decrease of deposits the past year, \$	5,136.89.	
14	Amount carried to surplus or profit and loss during the year, \$	51.32.	
15	Amount of paper past due, none.		

## GREENWICH SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 3 and 4 per cent.; when paid, January and July.
- 18 State tax during the past year, \$318.63.
- 19 Total office expenses the past year, including salaries, \$2,257.13.
- 20 Net amount of income during the year from real estate owned, \$212.53.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$11,000.00.
- 24 Date of annual meeting for choice of officers, first Thursday in July.

OFFICERS. — President, Robert M. Bruce; Treasurer, Mark Banks; Directors or Trustees, Solomon Mead, James H. Brush, Lyman Mead, Elbert A. Selleck, Thomas Ritch, Atwood Slater, Thomas A. Mead, Amos W. Avery, Denham Palmer, Charles E. Wilson, Willis H. Wilcox, Henry Webb, H. W. R. Hoyt, Benjamin Wright.



## THE GROTON SAVINGS BANK, MYSTIC RIVER.

A. H. SIMMONS, Treasurer.

INCORPORATED, 1854.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$413,446.00	Whole Am't of Deposits, . . .	\$625,422.29
Town, City, and Corp'n B'ds, . . .	45,000.00	Surplus Account, . . .	29,853.35
Groton Town Orders, . . .	9,000.00		
Railroad Bonds, . . .	75,000.00		
Bank Stocks in Connecticut, . . .	13,800.00		
Bank Stocks in other States, . . .	29,900.00		
Real Estate by Foreclosure, . . .	52,491.98		
Cash in Bank, . . .	16,637.66		
Total Assets, . . .	\$655,275.64	Total Liabilities, . . .	\$655,275.64

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET. VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
Cincinnati, Ohio, 7s, 1908, . . . . . \$	5,000.00	5,000.00	6,500.00
" " 6s, 1909, . . . . .	15,000.00	15,000.00	18,000.00
St. Louis, Mo., 6s, 1893, . . . . .	10,000.00	10,000.00	10,600.00
Rochester, N. Y., 7s, 1903, . . . . .	5,000.00	5,000.00	7,150.00
Chicago, Ill., 7s, 1894, . . . . .	5,000.00	5,000.00	5,750.00
Columbus, Ohio, 6s, 1895, . . . . .	5,000.00	5,000.00	5,300.00
RAILROAD BONDS.			
Northwestern Union, 7s, 1917, . . . . .	10,000.00	10,000.00	13,500.00
Buffalo, New York & Erie, 7s, 1916, . . . . .	10,000.00	10,000.00	13,500.00
Chicago, Mil. & St. Paul, Dubuque Div., 6s, 1920, . . . . .	10,000.00	10,000.00	11,500.00
" " " S. W. " 6s, 1909, . . . . .	5,000.00	5,000.00	5,550.00
" " " C. & P. W. " 5s, 1921, . . . . .	10,000.00	10,000.00	10,300.00
" " " C. & L. S. " 5s, 1921, . . . . .	5,000.00	5,000.00	5,000.00
Chi. & N. W., Menominee Extension, 7s, 1911, . . . . .	5,000.00	5,000.00	6,350.00
" " Des Moines & Min. Div., 7s, 1907, . . . . .	5,000.00	5,000.00	6,100.00
Milwaukee & Madison, 6s, 1905, . . . . .	5,000.00	5,000.00	5,600.00
Chicago & Milwaukee, 7s, 1898, . . . . .	5,000.00	5,000.00	6,000.00
Joliet & Northern Indiana, 7s, 1907, . . . . .	5,000.00	5,000.00	6,350.00
BANK STOCKS.			
116 shares Mystic River National, . . . . .	5,800.00	5,800.00	6,960.00
20 " Pawcatuck " . . . . .	1,000.00	1,000.00	1,200.00
60 " Uncas " Norwich, . . . . .	3,000.00	3,000.00	3,150.00
40 " Norwich " . . . . .	4,000.00	4,000.00	3,600.00
20 " Corn Exchange, New York, . . . . .	2,000.00	2,000.00	4,200.00
50 " Nassau, " . . . . .	2,500.00	2,500.00	3,750.00

## THE GROTON SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS. — CONTINUED.				
50 shares	Pacific, N. Y., \$	2,500.00	2,500.00	4,125.00
30 “	Importers & Traders National, “	3,000.00	3,000.00	10,800.00
50 “	Hanover “ “	5,000.00	5,000.00	10,000.00
40 “	Fourth “ “	4,000.00	4,000.00	5,520.00
38 “	Continental “ “	3,800.00	3,800.00	4,788.00
33 “	Central “ “	3,300.00	3,300.00	4,323.00
48 “	Merchant's Exchange “ “	2,400.00	2,400.00	2,832.00
14 “	Mechanic's, St. Louis,	1,400.00	1,400.00	1,610.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,326; total amount,	\$157,012.86
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	187; total amount,	135,439.41
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	84; total amount,	140,318.86
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	56; total amount,	192,651.16
6	Total number of depositors, . . . . .	1,653; total deposits,	\$625,422.29
7	Largest amount due a single depositor, \$8,758.83.		
8	Number of accounts opened during the year, 112; number closed, 127.		
9	Amount of income received during the year, \$32,735.36.		
10	Amount of dividends declared during the year, \$23,598.68.		
11	Amount deposited, including interest credited, the past year, \$82,918.06.		
12	Amount withdrawn during the year, \$64,769.34.		
13	Increase of deposits the past year, \$18,148.72.		
14	Amount carried to surplus or profit and loss during the year, \$1,337.26.		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 4 per cent.; when paid, April 1st and Oct. 1st.		
18	State tax during the past year, \$1,281.25.		
19	Total office expenses the past year, including salaries, \$1,719.00.		
20	Net amount of income during the year from real estate owned, \$1,082.57.		
21	What assets, if any, yielding no income during the year, \$49,600.00.		
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$17,500.00.		
24	Date of annual meeting for choice of officers, in July.		

OFFICERS. — President, Henry B. Noyes; Treasurer, A. H. Simmons; Directors or Trustees, A. H. Simmons, John O. Fish, Isaac D. Clift, John A. Rathbun, Benj. Burrows.





## GUILFORD SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 11 Amount deposited, including interest credited, the past year, \$38,009.60.
- 12 Amount withdrawn during the year, \$44,379.15.
- 13 Decrease of deposits the past year, \$6,369.55.
- 14 Amount carried to surplus or profit and loss during the year, \$1,644.51.
- 15 Amount of paper past due, \$1,376.34.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, January and July 1st.
- 18 State tax during the past year, \$227.29.
- 19 Total office expenses the past year, including salaries, \$836.81.
- 20 Net amount of income during the year from real estate owned, \$75.
- 21 What assets, if any, yielding no income during the year, \$5,000.00.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$10,000.00.
- 24 Date of annual meeting for choice of officers, First Tuesday in October.

OFFICERS. — President, Lewis R. Elliot; Treasurer, Charles Griswold; Directors or Trustees, B. Monroe, E. H. Butler, Lewis R. Elliot, Alvan Talcott, Rufus N. Leete, Christopher Spencer, Chas. Griswold, John Beattie, Henry Hale, Calvin M. Leete, Henry S. Wedmore, Charles H. Post, Harvey W. Spencer, John B. Wright, George E. Elliot, Nathan Evarts, Heman C. Stone, John N. Chittenden, Chas. Page, Martin Bishop, Edgar P. Rossiter, David Beach, John Bishop, Henry Stedman, John R. Rossiter.

## HIGGANUM SAVINGS BANK.

OLIN A. BRAINARD, Treasurer.

INCORPORATED, 1874.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$16,196.22	Whole Am't of Deposits,	\$27,888.05
Loans on Pers'al Sec'ty only,	6,213.00	Surplus Account,	1,244.20
Haddam Town Notes,	3,204.06	Interest Account,	85.03
School District Notes,	95.00		
Bank Stocks in Connecticut,	2,000.00		
Expense Account,	28.05		
Safe and Fixtures,	200.00		
Cash in Bank,	1,068.10		
Cash on hand,	212.85		
Total Assets,	\$29,217.28	Total Liabilities,	\$29,217.28

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
SCHOOL DISTRICT NOTES AND ORDERS.			
Higganum West District,	\$ 95.00	95.00	95.00
BANK STOCKS.			
20 shares Connecticut Trust and Safe Deposit Company, Hartford,	2,000.00	2,000.00	2,700.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	187; total amount,	\$14,183.53
2	Number of depositors having over \$500 and less than \$1,000,	7; total amount,	5,222.69
3	Number of depositors having \$1,000 and not over \$2,000,	2; total amount,	2,873.36
4	Number of depositors having over \$2,000 and not over \$10,000,	2; total amount,	5,608.47
6	Total number of depositors,	198; total deposits,	\$27,888.05
7	Largest amount due a single depositor,	\$2,893.05.	
8	Number of accounts opened during the year,	29; number closed,	21.
9	Amount of income received during the year,	\$1,101.64.	
10	Amount of dividends declared during the year,	\$1,065.23.	
11	Amount deposited, including interest credited, the past year,	\$9,627.36.	
12	Amount withdrawn during the year,	\$4,175.16.	
13	Increase of deposits the past year,	\$5,452.20.	
14	Amount carried to surplus or profit and loss during the year,	\$105.42.	

## HIGGANUM SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.—CONTINUED.

- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, in January and July.
- 18 State tax during the past year, \$2.00.
- 19 Total office expenses the past year, including salaries, \$114.63.
- 20 Net amount of income during the year from real estate owned, none owned.
- 21 What assets, if any, yielding no income during the year, \$175.
- 22 Are all loans upon real estate secured by first mortgage? All but one.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$2,100.00.
- 24 Date of annual meeting for choice of officers, second Monday in August.

OFFICERS. — President, George M. Clark; Treasurer, Olin A. Brainard; Directors or Trustees, George M. Clark, Giles Thayer, William J. Smith, Thomas J. Clark, Olin A. Brainard.



## JEWETT CITY SAVINGS BANK.

CHAS. EDW. PRIOR, Treasurer.

INCORPORATED, 1873.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$130,918.64	Whole Am't of Deposits, . .	\$605,239.82
Loans on Collateral Security, . .	25,265.00	Surplus Account, . . .	20,000.00
Loans on Pers'al Sec'ty only, . .	29,375.00	Interest Account, . . .	15,329.32
Real Estate Advances, . . .	289.12	Profit and Loss Account, . .	315.98
Town, City, and Corp'n B'ds, . .	114,500.00	Rent Account, . . .	134.62
Town Orders, . . .	4,900.00		
Railroad Bonds, . . .	167,920.00		
Bank Stocks in Connecticut, . .	88,095.78		
Bank Stocks in other States, . .	26,637.25		
Thames Loan and Trust Co., . .	6,175.00		
Real Estate by Foreclosure, . .	570.00		
Safe, . . .	850.00		
Tax Account, . . .	677.16		
Insurance Account, . . .	49.83		
Expense Account, . . .	873.62		
Premium Account, . . .	25,000.00		
Cash in Bank, . . .	15,398.17		
Cash on hand, . . .	3,525.17		
Total Assets, . . .	\$641,019.74	Total Liabilities, . . .	\$641,019.74

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN ORDERS.			
Town of Griswold, Conn., . . . . \$	3,500.00	3,500.00	3,500.00
“ Lisbon, “ . . . .	1,400.00	1,400.00	1,400.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Groton, Conn., 4s, 1905-1911, .	20,000.00	20,000.00	20,000.00
“ “ Preston, “ 6s, 1900, . .	5,500.00	5,500.00	6,325.00
“ “ Plainville, “ 4s, 1900, . .	5,000.00	5,000.00	5,000.00
“ “ Norwalk, “ 4s, 1921, . .	10,000.00	10,000.00	10,000.00
Borough of “ “ 4s, 1926, . .	10,000.00	10,000.00	10,000.00
“ “ Danbury, “ 4s, 1909, . .	5,000.00	5,000.00	5,000.00
City of Norwich, “ 5s, 1908, . .	15,000.00	15,000.00	17,250.00
“ Cincinnati, Ohio, 6s, 1906, . .	26,000.00	26,000.00	31,200.00
“ “ “ 7 <sup>3</sup> / <sub>10</sub> s, 1902-1906, . .	13,000.00	13,000.00	16,900.00
“ “ “ 6s, 1895, . .	5,000.00	5,000.00	5,250.00
RAILROAD BONDS.			
Morris & Essex, . . . . 7s, 1914,	20,000.00	20,000.00	28,000.00
New York Central & Hudson River, . . 7s, 1903,	20,000.00	20,000.00	26,600.00
Mineral Range, . . . . 8s, 1888,	19,000.00	19,000.00	19,000.00
Chic. & Milwaukee Div., C. & N.W., . 7s, 1898,	17,000.00	17,000.00	20,060.00
Joliet & Northern Indiana, . . . . 7s, 1907,	15,000.00	15,000.00	19,200.00

## JEWETT CITY SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.			
Greene, 7s, 1902, \$	15,000.00	15,000.00	18,750.00
Shamokin Valley & Pottsville, 7s, 1901,	15,000.00	15,000.00	18,750.00
Mineral Point Div., C., M. & St. P., 5s, 1910,	12,000.00	10,920.00	12,000.00
St. Louis, Jacksonville & Chicago, 7s, 1894,	12,000.00	12,000.00	13,680.00
Staten Island, 7s, 1893,	8,000.00	8,000.00	8,800.00
Oswego & Rome, 7s, 1915,	7,000.00	7,000.00	9,100.00
New London Northern, 5s, 1910,	5,000.00	5,000.00	5,500.00
South. Minnesota Div., C., M. & St. P., 6s, 1910,	3,000.00	3,000.00	3,300.00
Norwich & Worcester, 6s, 1897,	1,000.00	1,000.00	1,140.00
BANK STOCKS.			
250 shares Thames National Bank, Norwich, Ct.,	25,000.00	34,283.22	33,750.00
150 " Second " " " "	15,000.00	17,181.00	17,250.00
107 " Norwich " " " "	10,700.00	11,386.00	9,630.00
56 " Merchants " " " "	5,600.00	5,600.00	5,880.00
60 " Uncas " " " "	3,000.00	3,343.75	3,000.00
140 " National B'k of Com., New London,	14,000.00	15,121.81	16,800.00
10 " First National Bank of Killingly,	1,000.00	1,180.00	1,000.00
50 " Central " " " New York,	5,000.00	6,003.00	6,500.00
100 " Fourth " " " " "	10,000.00	12,148.00	13,700.00
50 " Corn Exchange Bank, " " "	5,000.00	8,486.25	10,500.00
50 " Thames Loan and Trust Co., Norwich,	5,000.00	6,175.00	5,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,110; total amount,	\$142,138.84
2	Number of depositors having over \$500 and less than \$1,000, . . .	161; total amount,	114,165.45
3	Number of depositors having \$1,000 and not over \$2,000, . . .	112; total amount,	149,952.49
4	Number of depositors having over \$2,000 and not over \$10,000, . . .	53; total amount,	172,646.10
5	Number of depositors having over \$10,000,	2; total amount,	26,336.94
6	Total number of depositors, . . .	1,438; total deposits,	\$605,239.82
7	Largest amount due a single depositor,	\$14,336.94.	
8	Number of accounts opened during the year,	235; number closed,	139.
9	Amount of income received during the year,	\$32,836.38.	
10	Amount of dividends declared during the year,	\$23,156.54.	
11	Amount deposited, including interest credited, the past year,	\$126,551.83.	
12	Amount withdrawn during the year,	\$110,387.01.	
13	Increase of deposits the past year,	\$16,164.82.	
14	Amount carried to surplus or profit and loss during the year,	\$2,114.66.	
15	Amount of paper past due,	\$8,000.00.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year,	4 per cent.; when paid,	April and October.
18	State tax during the past year,	\$1,354.33.	
19	Total office expenses the past year, including salaries,	\$1,683.97.	
20	Net amount of income during the year from real estate owned,	\$225.35.	

## JEWETT CITY SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 21 What assets, if any, yielding no income during the year, \$33,175.00.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$18,000.00.
- 24 Date of annual meeting for choice of officers. Second Wednesday in July.

OFFICERS. — President, Hezekiah L. Reade; Vice-Presidents, James O. Sweet, Alfred A. Young; Treasurer, Chas. Edw. Prior; Directors or Trustees, Cornelius Murphy, John R. Tracy, Francis S. Young, Albert G. Brewster, Henry L. Johnson, Joseph E. Leonard, Israel Mathewson, Daniel M. Browne, Stephen Tiffany, Elias H. Chapman, Chas. Edw. Prior, Edward M. Anthony.



## LITCHFIELD SAVINGS SOCIETY.

CHARLES H. COIT, Treasurer.

INCORPORATED, 1850.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$244,917.00	Whole Amount of Deposits, \$885,082.28
Loans on Collateral Security, 53,500.00	Surplus Account, . . . 27,000.00
Loans on Personal Sec'y only, 26,000.00	Interest Account, . . . 15,858.75
United States Bonds, . . 44,250.63	Income from Real Estate, . 10.80
Town, City, and Corp. Bonds, 210,700.00	
Litchfield Town Orders, . . 9,000.00	
Railroad Bonds, . . . 221,727.50	
Bank Stocks in Connecticut, 79,351.24	
Bank Stocks in other States, 19,631.48	
Real Estate by Foreclosure, 8,601.97	
Tax Account, . . . 100.00	
Expense Account, . . . 533.25	
Cash in Bank, . . . 9,638.76	
Total Assets, . . . \$927,951.83	Total Liabilities, . . \$927,951.83

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Registered, . . . . \$	40,000.00	44,250.63	51,600.00
TOWN, CITY, AND CORPORATION BONDS.			
Town — Litchfield, Connecticut, 6s, . .	76,000.00	76,000.00	76,000.00
Hebron, " 6s, . . . .	5,000.00	5,000.00	5,000.00
Roxbury, " . . . .	6,100.00	6,100.00	6,100.00
Morris, " . . . .	11,600.00	11,600.00	11,600.00
Thomaston, " . . . .	20,000.00	20,000.00	20,000.00
Portland, " . . . .	1,000.00	1,000.00	1,000.00
City — Hartford, " . . . .	4,000.00	4,000.00	4,600.00
Brooklyn, New York, . . . .	5,000.00	5,000.00	6,500.00
New York, " . . . .	10,000.00	10,000.00	13,000.00
Providence, Rhode Island, . . . .	9,000.00	9,000.00	9,500.00
St. Louis, Missouri, . . . .	18,000.00	18,000.00	20,500.00
Cincinnati, Ohio, . . . .	20,000.00	20,000.00	24,250.00
County — New York, N. Y., . . . .	10,000.00	10,000.00	13,000.00
Borough — Danbury, Conn., . . . .	15,000.00	15,000.00	15,600.00
RAILROAD BONDS.			
New York & Harlem, 7s, 1900, . . . .	9,000.00	9,000.00	11,700.00
New York Central & Hudson River, 7s, 1903, . . . .	20,000.00	26,000.00	27,000.00
Northwestern Union, . . . .	24,000.00	30,500.00	31,000.00
Chicago & Tomah, . . . .	12,000.00	14,382.50	14,500.00

## LITCHFIELD SAVINGS SOCIETY. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.				
Chicago, Milwaukee & St. Paul:				
Mineral Point Division,	5s, 1910,	\$ 20,000.00	19,800.00	20,000.00
LaCrosse	" 5s, 1919,	19,000.00	20,420.00	19,000.00
Southwestern	" 6s, 1909,	35,000.00	41,450.00	38,500.00
Dubuque	"	25,000.00	29,475.00	29,500.00
Illinois Central — Springfield Division,	6s, 1898,	20,000.00	20,000.00	22,500.00
Chicago & Northwestern:				
Ottumwa, Cedar Falls & St. Paul,	5s, 1909,	10,000.00	10,700.00	10,700.00
BANK STOCKS.				
110 shares Waterbury	Nat'l, Waterbury, Conn.,	5,500.00	5,850.00	10,000.00
120 " Citizens	" " "	12,000.00	12,070.00	15,000.00
10 " Birmingham	" Birmingham, "	1,000.00	1,000.00	1,250.00
50 " Mercantile	" Hartford, "	5,000.00	5,000.00	5,000.00
112 " Phoenix	" " "	11,200.00	12,659.50	14,000.00
100 " Hartford	" " "	10,000.00	15,100.25	15,000.00
24 " Farm. & Mec.	" " "	2,400.00	2,928.99	2,650.00
21 " State,	" " "	2,100.00	2,394.00	2,100.00
25 " National Exchange,	" " "	1,250.00	1,918.00	1,550.00
50 " First National,	" " "	5,000.00	5,660.00	5,000.00
21 " American	" " "	1,050.00	1,460.00	1,400.00
4 " Charter Oak	" " "	400.00	440.00	450.00
30 " First	" Litchfield, "	3,000.00	3,404.00	3,450.00
15 " Yale	" New Haven, "	1,500.00	1,530.00	1,590.00
203 " N. Haven Co."	" " "	2,030.00	2,334.50	2,450.00
31 " City	" " "	3,100.00	3,472.00	3,500.00
15 " National Tradesmen's,	" " "	1,500.00	2,130.00	2,150.00
30 " National Park,	New York,	3,000.00	3,222.50	5,200.00
20 " American Exchange National,	"	2,000.00	2,132.50	2,800.00
10 " St. Nicholas	" "	1,000.00	1,000.00	1,120.00
20 " Importers & Traders,	" "	2,000.00	2,127.50	7,200.00
60 " Mechanics	" "	1,500.00	1,591.23	2,500.00
25 " Continental	" "	2,500.00	2,505.00	3,125.00
16 " Fourth	" "	1,600.00	1,685.25	2,240.00
22 " National Bank of the Republic,	"	2,200.00	2,200.00	3,080.00
10 " " Commerce,	"	1,000.00	1,022.50	1,700.00
15 " Bank of America,	"	1,500.00	2,145.00	2,550.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,086; total amount,	\$248,442.60
2	Number of depositors having over \$500 and less than \$1,000, .	238; total amount,	212,700.28
3	Number of depositors having \$1,000 and not over \$2,000, .	148; total amount,	182,852.16
4	Number of depositors having over \$2,000 and not over \$10,000,	60; total amount,	201,392.87
5	Number of depositors having over \$10,000,	3; total amount,	39,694.37
6	Total number of depositors, . . .	2,535; total deposits,	\$885,082.28

## LITCHFIELD SAVINGS SOCIETY. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 7 Largest amount due a single depositor, \$16,561.20.
- 8 Number of accounts opened during the year, 215; number closed, 213.
- 9 Amount of income received during the year, \$44,582.20.
- 10 Amount of dividends declared during the year, \$34,673.49.
- 11 Amount deposited, including interest credited, the past year, \$105,978.30.
- 12 Amount withdrawn during the year, \$102,717.85.
- 13 Increase of deposits the past year, \$3,260.45.
- 17 Rate of dividend the last year, 4 per cent.; when paid, 2 per cent. January, and 2 per cent. July.
- 18 State tax during the past year, \$1,820.52.
- 19 Total office expenses the past year, including salaries, \$2,020.92.
- 20 Net amount of income during the year from real estate owned, \$9.66.
- 21 What assets, if any, yielding no income during the year, \$21,553.34.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$25,000.00.
- 24 Date of annual meeting for choice of officers, last Saturday in June.

OFFICERS. — President, George M. Woodruff; Vice-President, Daniel C. Buckley; Treasurer, Charles H. Coit; Directors or Trustees, George M. Woodruff, Daniel C. Buckley, Frederick D. McNiel, Jesse L. Judd, Almon E. Fuller, John T. Hubbard, Howard E. Gates.



## THE MARINERS SAVINGS BANK, NEW LONDON.

JOHN E. DARROW, Treasurer.

INCORPORATED, 1867.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$441,975.00	Whole Am't. of Deposits, \$1,638,058.60
Loans on Collateral Security, 113,650.00	Surplus Account, . . . 30,175.00
Loans on Pers'al Sec'ty only, 27,100.00	Interest Account, . . . 5,695.49
Town, City, and Corp'n B'ds, 412,697.50	Rent and Maintenance, . . 4,890.18
Railroad Bonds, . . . 403,011.25	Premium Extinguishment, 14,828.00
Railroad Stocks, . . . 10,000.00	Profit and Loss, . . . 14,515.14
Bank Stocks in Connecticut, 109,137.50	
Bank Stocks in other States, . 36,961.13	
Real Estate by Foreclosure, . 89,980.77	
Collection Account, . . . 103.75	
Expense Account, . . . 439.89	
Cash in Bank, . . . . 62,000.00	
Cash on hand, . . . . 1,105.62	
Total Assets, . . . \$1,708,162.41	Total Liabilities, . . \$1,708,162.41

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD STOCKS.			
New London Northern, . . . . . \$	10,000.00	10,000.00	11,500.00
TOWN, CITY, AND CORPORATION BONDS.			
City New London, Conn. 7s, 1892,	9,000.00	9,180.00	9,900.00
" " " " 7s, 1900,	30,000.00	30,982.50	36,900.00
" " " " 7s, 1905,	40,000.00	41,710.00	52,000.00
" Cleveland, Ohio, 6s, 1896,	5,000.00	5,800.00	5,500.00
" " " " 6s, 1898,	25,000.00	29,250.00	28,000.00
" Cincinnati, " 7 <sup>3</sup> / <sub>10</sub> s, 1906,	15,000.00	19,050.00	19,800.00
" " " " 6s, 1909,	20,000.00	21,500.00	24,000.00
" Dayton, " 6s, 1894,	25,000.00	28,500.00	27,500.00
" " " " 4s, 1902,	10,000.00	9,700.00	10,200.00
" Columbus, " 4s, call,	15,000.00	15,950.00	15,300.00
" Milwaukee, Wis., 7s, 1902,	10,000.00	12,775.00	12,000.00
Town Norfolk, Conn., 6s, 1891,	6,000.00	6,000.00	6,000.00
" Waterford, " 4s, 1907,	30,000.00	30,300.00	30,300.00
Borough Danbury, Conn., 4s, various,	50,000.00	52,000.00	52,000.00
" Norwalk, " 4s, 1896-1926,	100,000.00	100,000.00	103,000.00
RAILROAD BONDS.			
N. Y. Central & Hudson River, 7s, 1903,	30,000.00	40,125.00	40,800.00
Chicago, R. I. & Pacific, 6s, 1917,	20,000.00	25,475.00	26,200.00
Union Pacific, 6s, 1896.-1898,	25,000.00	28,750.00	28,750.00
Chicago & Alton, 7s, 1893,	22,000.00	26,930.00	24,860.00

## THE MARINERS SAVINGS BANK — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS — CONTINUED.			
Morris & Essex, 7s, 1914,	\$ 25,000.00	33,912.50	35,000.00
Pittsburg, Ft. Wayne & Chic., 7s, 1912,	10,000.00	13,750.00	14,400.00
Ill. Central (Springfield div.), 6s, 1898,	25,000.00	28,950.00	28,750.00
Chicago, Milwaukee & St. Paul:			
Chicago & Pacific Western, 5s, 1921,	20,000.00	20,000.00	21,000.00
La Crosse & Davenport, 5s, 1919,	20,000.00	19,300.00	20,200.00
Mineral Point, 5s, 1910,	20,000.00	19,525.00	20,000.00
Chicago & Northwestern:			
Escanaba & Lake Superior, 6s, 1891,	10,000.00	11,550.00	11,000.00
Northwestern Union, 7s, 1917,	15,000.00	20,550.00	21,000.00
Madison Extension, 7s, 1911,	25,000.00	31,843.75	33,000.00
Chicago & Tomah, 6s, 1905,	8,000.00	9,440.00	9,440.00
Iowa Falls & Sioux City, 7s, 1917,	5,000.00	6,587.50	6,587.50
Delaware & Bound Brook, 7s, 1905,	25,000.00	32,800.00	32,500.00
Delaware & Hudson Canal, 7s, 1891,	20,000.00	21,472.50	21,800.00
Atchison, Topeka & Santa Fe, 7s, 1900,	10,000.00	12,050.00	12,050.00
BANK STOCKS.			
100 shares First National, Norwich, Conn., .	10,000.00	10,500.00	8,500.00
200 " Thames " " " .	20,000.00	28,400.00	28,400.00
100 " Norwich " " " .	10,000.00	10,775.00	9,000.00
100 " Uncas " " " .	5,000.00	5,075.00	5,250.00
200 " Nat'l Bank of Commerce, N. London, .	20,000.00	21,450.00	23,000.00
400 " Nat'l Whaling Bank, " .	10,000.00	12,000.00	14,000.00
200 " Union, " .	20,000.00	20,937.50	21,000.00
100 " Metropolitan National, New York, .	10,000.00	9,976.13	2,000.00
100 " American Exchange Nat., " .	10,000.00	11,610.00	14,200.00
50 " Nat'l Bank of Commerce, " .	5,000.00	6,700.00	8,750.00
75 " Bank of State of N. Y., " .	7,500.00	8,675.00	8,750.00

## MISCELLANEOUS ITEMS.

- Number of depositors having \$500 or less, 2,160; total amount, \$254,148.84
- Number of depositors having over \$500 and less than \$1,000, 375; total amount, 260,655.80
- Number of depositors having \$1,000 and not over \$2,000, 321; total amount, 436,115.38
- Number of depositors having over \$2,000 and not over \$10,000, 181; total amount, 637,981.34
- Number of depositors having over \$10,000, 3; total amount, 49,157.24
- Total number of depositors, 3,040; total deposits, \$1,638,058.60
- Largest amount due a single depositor, \$25,782.05.
- Number of accounts opened during the year, 443; number closed, 368.
- Amount of income received during the year, \$80,759.93.
- Amount of dividends declared during the year, \$61,437.13.
- Amount deposited, including interest credited, the past year, \$288,221.41.
- Amount withdrawn during the year, \$220,523.01.

## THE MARINERS SAVINGS BANK — CONTINUED.

## MISCELLANEOUS ITEMS.— CONTINUED.

- 13 Increase of deposits the past year, \$67,698.40.
- 14 Amount carried to surplus or profit and loss during the year, \$18,975.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, March and September.
- 18 State tax during the past year, \$3,362.64.
- 19 Total office expenses the past year, including salaries, \$4,200.95.
- 20 Net amount of income during the year from real estate owned, \$3,106.62.
- 21 What assets, if any, yielding no income during the year, \$11,111.32.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$50,000.00.
- 24 Date of annual meeting for choice of officers, last Wednesday in July.

OFFICERS. — President, Daniel D. Latham; Treasurer, John E. Darrow; Directors or Trustees, William H. Allen, James Griswold, E. D. Avery, Samuel Green, William L. Peckham, Hiram D. Harris, Charles W. Strickland, Jr., Fred S. Newcomb, George C. Strong, E. P. Beckwith, John W. Luce, John S. Morgan, Thomas A. Miner, Walter R. Perry.



## MECHANICS SAVINGS BANK OF HARTFORD.

WARD W. JACOBS, Treasurer.

INCORPORATED, 1861.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.*
Loans on Real Estate, . . . \$870,636.90	Whole Am't of Deposits, \$1,962,360.82
Loans on Collateral Security, 277,640.00	Surplus Account, . . . 25,149.20
Loans on Pers'al Sec'ty only, 16,775.00	Interest Account, . . . 39,932.90
United States Bonds, 1,250.00	Profit and Loss, . . . 20,118.43
Town, City, and Corp'n B'ds, 58,800.00	
Town, City, and Bor'gh Ord's, 21,800.00	
School District Orders, . . . 600.00	
Railroad Bonds, . . . 351,885.00	
Bank Stocks in Connecticut, 135,200.00	
Bank Stocks in other States, 2,500.00	
Real Estate by Foreclosure, 226,147.42	
Expense Account, . . . 3,977.71	
Cash in Banks, . . . 74,967.33	
Cash on hand, . . . 5,381.99	
Total Assets, . . \$2,047,561.35	Total Liabilities, \$2,047,561.35

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Coupon, . . . . . \$	1,250.00	1,250.00	1,612.50
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Naugatuck, Conn., . . . . .	14,000.00	14,000.00	14,000.00
Haddam, " . . . . .	5,800.00	5,800.00	5,800.00
Wethersfield, " . . . . .	2,000.00	2,000.00	2,000.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Southeast School District, West Hartford, Conn.,	600.00	600.00	600.00
TOWN, CITY, AND CORPORATION BONDS.			
Hebron, Conn., 6s, 1889, . . . . .	1,000.00	1,000.00	1,000.00
Middletown, Conn, 6s, 1889, . . . . .	18,000.00	18,000.00	18,000.00
Chicago City, Ill., 7s, 1890, . . . . .	15,000.00	15,000.00	15,750.00
" " " 7s, 1894, . . . . .	10,000.00	10,000.00	11,300.00
" " " 7s, 1896, . . . . .	5,000.00	5,000.00	5,725.00
Cincinnati City, Ohio, 6s, 1890, . . . . .	1,000.00	1,000.00	1,030.00
Dayton, " " 6s, 1888, . . . . .	4,000.00	4,000.00	4,000.00
" " " 8s, 1888, . . . . .	2,000.00	2,000.00	2,000.00
" " " 6s, 1889, . . . . .	2,800.00	2,800.00	2,800.00

## MECHANICS SAVINGS BANK OF HARTFORD. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.				
Bur. & Mo. Riv. in Ia. (land grants),	7s, 1893, \$	15,000.00	15,000.00	16,650.00
Columbus & Xenia,	7s, 1890,	25,000.00	25,000.00	26,000.00
Cleveland, Painesville & Ashtabula,	7s, 1892,	10,000.00	10,000.00	10,900.00
Chic., Mil. & St. P. (L. Superior),	5s, 1921,	20,000.00	20,000.00	20,400.00
Chicago " (LaCrosse),	7s, 1893,	20,000.00	22,200.00	22,400.00
" " (Dubuque),	6s, 1920,	25,000.00	28,750.00	29,000.00
Chicago & Northwestern (Mad. Ex.),	7s, 1911,	6,000.00	7,500.00	7,680.00
Northwestern Union, (C & N.W.),	7s, 1917,	10,000.00	13,500.00	13,500.00
Des Moines & Minneapolis, "	7s, 1907,	25,000.00	31,250.00	31,250.00
Escanaba & Lake Superior, "	6s, 1901,	16,000.00	17,600.00	17,600.00
Maple River, "	7s, 1897,	15,000.00	17,250.00	17,250.00
Lawrence,	7s, 1895,	6,000.00	6,600.00	6,780.00
Delaware & Bound Brook (P. & R.),	7s, 1905,	19,000.00	24,510.00	24,700.00
Joliet & North. Ind. (Mich. Cent.),	7s, 1907,	25,000.00	31,250.00	31,250.00
Staten Island,	7s, 1893,	6,000.00	6,000.00	6,540.00
Sunbury & Lewistown,	7s, 1896,	21,500.00	24,725.00	24,940.00
Fonda, Johnstown & Gloversville,	7s, 1900,	25,000.00	29,750.00	29,750.00
Terre Haute & Indianap. (Registered),	7s, 1893,	20,000.00	21,000.00	21,600.00
BANK STOCKS.				
150 shares	Ætna National, Hartford,	15,000.00	15,000.00	15,750.00
400 "	American National, "	20,000.00	20,000.00	24,000.00
120 "	City, "	12,000.00	12,000.00	11,400.00
50 "	Charter Oak National, "	5,000.00	5,000.00	5,150.00
7 "	Farmers & Mechanics Nat., "	700.00	700.00	714.00
300 "	First " "	30,000.00	30,000.00	30,000.00
100 "	Mercantile " "	10,000.00	10,000.00	8,300.00
100 "	First National, Norwich, .	10,000.00	10,000.00	9,000.00
25 "	First National, Suffield, .	2,500.00	2,500.00	4,000.00
50 "	Second National, New Haven, .	5,000.00	5,000.00	6,750.00
50 "	Home National, Meriden, .	5,000.00	5,000.00	6,000.00
100 "	Deep River National, Deep River, .	10,000.00	10,000.00	12,500.00
100 "	Hartford Trust Co., Hartford, .	10,000.00	10,000.00	12,500.00
50 "	Nassau, New York, .	2,500.00	2,500.00	3,850.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	3,794; total amount,	\$479,825.00
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	602; total amount,	406,882.41
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	457; total amount,	604,035.58
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	165; total amount,	471,617.83
6	Total number of depositors, . . . . .	5,018; total deposits,	\$1,962,360.82
7	Largest amount due a single depositor,	\$8,022.25.	
8	Number of accounts opened during the year,	720; number closed,	541.
9	Amount of income received during the year,	\$114,505.09.	

## MECHANICS SAVINGS BANK OF HARTFORD. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 10 Amount of dividends declared during the year, \$72,221.23.
- 11 Amount deposited, including interest credited, the past year, \$586,146.73.
- 12 Amount withdrawn during the year, \$480,921.72.
- 13 Increase of deposits the past year, \$105,225.01.
- 14 Amount carried to surplus or profit and loss during the year, \$4,727.22.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, January 1st and July 1st.
- 18 State tax during the past year, \$3,957.70.
- 19 Total office expenses the past year, including salaries, \$7,514.87.
- 20 Net amount of income during the year from real estate owned, \$1,880.80.
- 21 What assets, if any, yielding no income during the year, \$10,249.50.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$50,000.00.
- 24 Date of annual meeting for choice of officers. In July.

OFFICERS. — President, George W. Moore; Treasurer, Ward W. Jacobs; Directors or Trustees, George W. Moore, Daniel Phillips, Edward W. Parsons, Henry Pease, Ward W. Jacobs, Hugh Harbison, Charles L. Lincoln, George A. Fairfield, Edwin D. Tiffany, John G. Root, John S. Welles, Jeremiah M. Allen, John M. Holcombe, Henry C. Dwight, Frederick R. Foster, Silas W. Robbins, Edward M. Bunce, William B. Clark.



## MECHANICS SAVINGS BANK, WINSTED.

LYMAN R. NORTON, Treasurer.

INCORPORATED, 1875.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$390,585.00	Whole Amount of Deposits, \$652,837.51
Loans on Collateral Security, 23,820.00	Surplus Account, . . . 12,500.00
Loans on Pers'al Sec'ty only, 78,120.00	Interest Account, . . . 7,491.50
Town, City, and Corp. Bonds, 28,000.00	Suspense Account, . . . 35.00
Town, City, and Borough Notes and Orders, . . . . 15,100.00	
School Dist. Notes and Orders, 11,820.26	
Railroad Bonds, . . . . 34,000.00	
Bank Stocks in Connecticut, 57,725.00	
Tax Account, . . . . 714.12	
Expense Account, . . . . 301.35	
Premium, . . . . 26,000.00	
Cash in Bank, . . . . 3,500.28	
Cash on hand, . . . . 3,178.00	
Total Assets, . . . \$672,864.01	Total Liabilities, . . \$672,864.01

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Barkhamsted, . . . . . \$	7,400.00	7,400.00	7,400.00
“ Colebrook, . . . . .	2,000.00	2,000.00	2,000.00
Borough of Winsted, . . . . .	5,700.00	5,700.00	5,700.00
SCHOOL DISTRICT NOTES AND ORDERS.			
First School District in Winchester, . .	11,820.26	11,820.26	11,820.26
TOWN, CITY, AND CORPORATION BONDS.			
City of South Norwalk, Conn., 4s, 1900, .	9,000.00	9,000.00	9,000.00
“ “ “ “ 4s, 1910, .	9,000.00	9,000.00	9,000.00
Borough of Winsted, “ 4s, 1895, .	10,000.00	10,000.00	10,000.00
RAILROAD BONDS.			
Chicago, Milwaukee & St. Paul:			
La Crosse & Davenport, 5s, 1919, .	5,000.00	5,000.00	5,500.00
Dubuque Division, 6s, 1920, .	5,000.00	5,000.00	5,850.00
Chicago & Northwestern:			
Menominee Extension, 7s, 1919, .	5,000.00	5,000.00	6,500.00
Northwestern Union, 7s, 1917, .	5,000.00	5,000.00	6,700.00
N. Y. Central & Hudson River, 7s, 1903, .	10,000.00	10,000.00	13,600.00
Buffalo, New York, & Erie, 7s, 1916, .	4,000.00	4,000.00	5,440.00

## MECHANICS SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
30 shares	National Pahquioque, Danbury, . \$	3,000.00	3,000.00	3,825.00
35 "	Birmingham National, . . .	3,500.00	3,500.00	5,775.00
74 "	Second National, New Haven, .	7,400.00	7,400.00	10,175.00
20 "	National Tradesmens, " .	2,000.00	2,000.00	2,700.00
22 "	City National, Bridgeport, .	2,200.00	2,200.00	3,300.00
84 "	First " " .	8,400.00	8,400.00	14,700.00
20 "	Waterbury National, Waterbury, .	1,000.00	1,000.00	1,750.00
15 "	Central " Middletown, .	1,125.00	1,125.00	1,710.00
29 "	Home " Meriden, .	2,900.00	2,900.00	3,770.00
15 "	New Britain " New Britain, .	1,500.00	1,500.00	2,310.00
25 "	Hartford " Hartford, .	2,500.00	2,500.00	3,875.00
22 "	Phoenix " " .	2,200.00	2,200.00	2,750.00
50 "	Mercantile " " .	5,000.00	5,000.00	5,000.00
14 "	American " " .	700.00	700.00	910.00
60 "	First " Winsted, .	6,000.00	6,000.00	6,300.00
83 "	Hurlbut " West Winsted, .	8,300.00	8,300.00	13,280.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,300; total amount,	\$160,011.14
2	Number of depositors having over \$500 and less than \$1,000, . . .	201; total amount,	139,196.04
3	Number of depositors having \$1,000 and not over \$2,000, . . .	144; total amount,	193,335.64
4	Number of depositors having over \$2,000 and not over \$10,000, . . .	57; total amount,	160,294.69
6	Total number of depositors, . . .	1,702; total deposits,	\$652,837.51
7	Largest amount due a single depositor,	\$6,751.41.	
8	Number of accounts opened during the year,	282; number closed,	185.
9	Amount of income received during the year,	\$32,833.97.	
10	Amount of dividends declared during the year,	\$27,167.73.	
11	Amount deposited, including interest credited, the past year,	\$149,713.73.	
12	Amount withdrawn during the year,	\$109,961.37.	
13	Increase of deposits the past year,	\$39,752.36.	
14	Amount carried to surplus or profit and loss during the year,	\$1,000.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year, 4½ per cent.; when paid, 2½ January and 2 July,		
18	State tax during the past year,	\$1,428.25.	
19	Total office expenses the past year, including salaries,	\$1,730.57.	
20	Net amount of income during the year from real estate owned,	none.	
21	What assets, if any, yielding no income during the year,	none.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$17,000.	
24	Date of annual meeting for choice of officers,	second Wednesday in July.	

OFFICERS.—President, Harvey B. Steele; Treasurer, Lyman R. Norton; Directors or Trustees, Harvey B. Steele, Joseph H. Norton, Theophilus Baird, Warham H. Williams, Charles B. Hallett, Harvey L. Roberts, Luman C. Colt.

## MECHANICS &amp; FARMERS SAVINGS BANK, BRIDGEPORT.

LYMAN S. CATLIN, Treasurer.

INCORPORATED, 1871.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$490,197.00	Whole Am't of Deposits, . \$731,895.03
Loans on Collateral Security, . 15,800.00	Surplus Account, . . . 9,026.57
Loans on Personal Sec'y only, . 3,061.61	Interest Account, . . . 18,238.86
Town, City, and Corp'n B'ds, . 65,827.50	
West Stratford Sch'l Dist. Notes, . 1,750.00	
Railroad Bonds, . . . 86,725.00	
Bank Stocks in Connecticut, . 86,586.00	
Real Estate by Foreclosure, . 1,303.72	
Cash in Bank, . . . . 5,929.43	
Cash on hand, . . . . 1,980.20	
Total Assets, . . . \$759,160.46	Total Liabilities, . . \$759,160.46

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
Bridgeport, 5s, 1908, . . . . \$	4,000.00	4,120.00	4,600.00
Cincinnati, Ohio, 6s, 1909, . . . .	27,000.00	30,707.50	33,210.00
" " 5s, 1930, . . . .	24,000.00	26,000.00	26,880.00
Columbus, " 6s, . . . .	5,000.00	5,000.00	5,400.00
RAILROAD BONDS.			
Chicago & Northwestern, Tom. Div., 6s, 1905,	10,000.00	11,475.00	11,600.00
Chi., Mil. & St. P'l, Southwest. " 6s, 1909,	10,000.00	11,000.00	11,500.00
" " Pac. Wes. " 5s, 1921,	10,000.00	10,000.00	10,500.00
" " Mineral Point " 5s, 1910,	15,000.00	15,000.00	15,000.00
" " Lake Sup'r " 5s, 1921,	10,000.00	10,000.00	10,000.00
Kansas City, Lawrence & Southern, 6s, 1909,	10,000.00	11,000.00	11,400.00
Iowa Falls & Sioux City, 7s, 1917,	5,000.00	6,250.00	6,600.00
Atchison, Topeka & Santa Fe, 7s, 1899,	10,000.00	12,000.00	12,100.00
BANK STOCKS.			
221 shares Bridgeport National, . . . .	11,050.00	18,785.00	19,337.50
148 " City " Bridgeport, . . . .	14,800.00	21,016.00	22,200.00
115 " Connecticut " " . . . .	11,500.00	16,560.00	17,250.00
89 " Pequonnock, " " . . . .	8,900.00	10,235.00	10,680.00
85 " First " " . . . .	8,500.00	14,790.00	14,875.00
52 " First " Westport, . . . .	5,200.00	5,200.00	5,304.00



## MECHANICS &amp; FARMERS SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,945; total amount,	\$231,716.26
2	Number of depositors having over \$500 and less than \$1,000,	287; total amount,	191,013.52
3	Number of depositors having \$1,000 and not over \$2,000,	175; total amount,	221,251.39
4	Number of depositors having over \$2,000 and not over \$10,000,	38; total amount,	87,913.86
6	Total number of depositors,	2,445; total deposits,	\$731,895.03
7	Largest amount due a single depositor,	\$3,345.18.	
8	Number of accounts opened during the year,	708; number closed,	455.
9	Amount of income received during the year,	\$39,296.31.	
10	Amount of dividends declared during the year,	\$26,140.50.	
11	Amount deposited, including interest credited, the past year,	\$289,717.49.	
12	Amount withdrawn during the year,	\$216,533.47.	
13	Increase of deposits the past year,	\$73,184.02.	
14	Amount carried to surplus or profit and loss during the year,	\$1,768.04.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year,	4 per cent.; when paid, Jan. and July.	
18	State tax during the past year,	\$1,574.84.	
19	Total office expenses the past year, including salaries,	\$3,702.73.	
20	Net amount of income during the year from real estate owned,	\$63.57.	
21	What assets, if any, yielding no income during the year,	none.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$20,000.00.	
24	Date of annual meeting for choice of officers,	month of July.	

OFFICERS. — President, Andrew Burke; Vice-Presidents, D. N. Morgan, John L. Wessels; Treasurer, Lyman S. Catlin; Directors or Trustees, David Wooster, S. C. Kingman, Isaac W. Smith, George W. Peck, Carlos Curtis, H. C. Coggsell, J. W. Knowlton, L. S. Catlin, Chauncey Morton, D. B. Lockwood, L. F. Curtis, M. E. Morris, F. B. Hall, Geo. H. Zink, Andrew B. Curtis, Edwin G. Sanford, David B. Booth, Geo. W. Fairchild.

## MERIDEN SAVINGS BANK.

S. H. W. YALE, Treasurer.

INCORPORATED, 1851.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, .	\$859,645.00	Whole Am't of Deposits, \$	1,963,171.51
Loans on Collateral Security, .	119,250.00	Surplus Account, . .	65,350.00
Loans on Pers'l Secu'ty only, .	52,207.72	Interest Account, . .	94,665.41
United States Bonds, . . .	10,100.00		
Town, City, & Corp'n Bonds, .	84,494.93		
Railroad Bonds, . . . .	665,687.25		
Bank Stocks in Connecticut, .	214,170.00		
Real Estate by Foreclosure, {			
and other Real Estate, }	23,672.61		
Banking House, . . . .	34,603.12		
Tax Account, . . . .	1,286.86		
Cash in Bank, . . . .	27,916.45		
Cash on hand, . . . .	30,152.98		
Total Assets, . . . .	\$2,123,186.92	Total Liabilities, . .	\$2,123,186.92

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Fours of 1907, registered, . . . . \$	10,000.00	10,000.00	12,950.00
Fours of 1907, Coupon, . . . .	100.00	100.00	129.00
TOWN, CITY, AND CORPORATION BONDS.			
Cincinnati City Improvements, 5s, . . .	10,843.65	11,084.93	11,084.93
" " " 6s, . . . .	1,000.00	1,000.00	1,000.00
" " " 7s, . . . .	23,000.00	27,500.00	30,940.00
" " " 7 <sup>3</sup> / <sub>16</sub> s, . . . .	19,000.00	23,020.00	25,460.00
Chicago City, '89-'90, 7s, . . . .	9,000.00	9,230.00	9,230.00
Milwaukee City, . . . .	1,000.00	1,010.00	1,010.00
" " Water, 7s, . . . .	11,000.00	11,650.00	11,990.00
RAILROAD BONDS.			
Atchison, Topeka & Santa Fé, 7s, 1899,	11,000.00	13,100.00	13,200.00
" " (Land Grants), 7s, 1900,	15,000.00	17,912.50	17,912.50
Atchison & Nebraska, 7s, 1908,	12,000.00	15,367.50	15,367.50
Chicago & Alton, 7s, 1893,	7,000.00	7,500.00	7,910.00
Chic., & N. Western (Madison Ex.), 7s, 1911,	500.00	637.00	637.00
Chicago, Milwaukee & St. Paul:—			
Chicago & Pacific Div., 6s, 1910,	11,000.00	12,425.00	12,425.00
Chicago & Pacific Western Div., 6s, 1921,	5,000.00	4,790.00	5,250.00
Chicago & Milwaukee Division, 7s, 1903,	46,000.00	56,429.00	57,500.00
Dubuque Division, 6s, 1920,	25,000.00	28,000.00	28,500.00
Iowa & Dakota Division, 7s, 1899,	27,000.00	32,400.00	32,400.00
La Crosse Division, 7s, 1893,	25,000.00	27,800.00	28,150.00

## MERIDEN SAVINGS BANK. — CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.				
Chicago, Milwaukee & St. Paul:—				
La Crosse & Davenport Div.,	5s, 1919, \$	51,000.00	53,000.00	53,000.00
South Western Division,	6s, 1909,	34,000.00	38,460.00	38,460.00
Wisconsin Valley Division,	7s, 1909,	23,000.00	27,050.00	28,290.00
Cleveland & Pittsburgh,	6s, 1892,	9,000.00	9,500.00	9,585.00
Elmira & Williamsport,	6s, 1910,	1,000.00	1,210.00	1,210.00
Iowa Falls & Sioux City,	7s, 1917,	8,000.00	10,492.50	10,560.00
Joliet & Northern Indiana,	7s, 1907,	9,000.00	10,300.00	10,800.00
Kansas City, Lawrence & Southern,	6s, 1909,	15,000.00	17,200.00	17,200.00
Little Miami,	5s, 1912,	10,000.00	10,000.00	11,100.00
Milwaukee & Madison,	6s, 1905,	25,000.00	28,000.00	28,000.00
Morris & Essex,	7s, 1914,	54,000.00	68,500.00	78,300.00
New York Central & H. R. R. R.,	7s, 1903,	15,000.00	15,300.00	20,325.00
New York & Long Branch,	5s, 1931,	2,000.00	2,100.00	2,100.00
Ottumwa, Cedar Falls & St. Paul,	7s, 1909,	27,000.00	28,403.75	28,620.00
Rensselaer & Saratoga,	7s, 1921,	1,000.00	1,210.00	1,462.00
Shamokin Valley & Pottsville,	7s, 1901,	13,000.00	14,600.00	15,990.00
St. Louis & Jacksonville,	7s, 1894,	68,000.00	76,000.00	77,860.00
Sunbury & Lewiston,	7s, 1896,	6,000.00	6,900.00	7,020.00
Terre Haute,	7s, 1893,	29,000.00	31,100.00	31,610.00
BANK STOCKS.				
500 shares	First Nat'l Bank, Meriden, Conn.,	50,000.00	51,405.00	55,000.00
479 "	Home " "	47,900.00	53,400.00	55,564.00
461 "	Meriden " "	46,100.00	55,545.00	59,008.00
114 "	N. Brit'n " N. Britain, Conn.,	11,400.00	12,669.00	17,000.00
50 "	Mechanics " " "	5,000.00	5,000.00	5,000.00
12 "	Central " Middleto'n, Conn.,	900.00	1,076.00	1,076.00
20 "	First " " "	2,000.00	2,000.00	2,100.00
150 "	Middlet'n " " "	11,250.00	15,675.00	16,875.00
120 "	Middlesex Co. N.B., " "	12,000.00	12,000.00	12,480.00
50 "	Yale Nat'l B'k, New Haven, "	5,000.00	5,400.00	5,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less, 5,316; total amount,	\$660,223.49
2	Number of depositors having over \$500 and less than \$1,000, 619; total amount,	423,967.41
3	Number of depositors having \$1,000 and not over \$2,000, 358; total amount,	477,598.98
4	Number of depositors having over \$2,000 and not over \$10,000, 171; total amount,	401,381.63
6	Total number of depositors, 6,464; total deposits,	\$1,963,171.51
7	Largest amount due a single depositor, \$7,804.24.	
8	Number of accounts opened during the year, 1,134; number closed, 731.	
9	Amount of income received during the year, \$96,087.23.	
10	Amount of dividends declared during the year, \$81,264.75.	
11	Amount deposited, including interest credited, the past year, \$546,331.81.	
12	Amount withdrawn during the year, \$414,112.80.	



## MERIDEN SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 13 Increase of deposits the past year, \$132,219.01.
- 14 Amount carried to surplus or profit and loss during the year, none.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year,  $4\frac{1}{2}$  per cent.; when paid, January 20th, and July 20th.
- 18 State tax during the past year, \$4,488.51.
- 19 Total office expenses the past year, including salaries, \$5,062.72.
- 20 Net amount of income during the year from real estate owned, \$2,705.00.
- 21 What assets, if any, yielding no income during the year, about \$7,000.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$30,000.
- 24 Date of annual meeting for choice of officers, first Monday after July 20th.

OFFICERS.—President, Levi E. Coe; Treasurer, S. H. W. Yale; Directors or Trustees, Charles Parker, John P. Morse, Geo. W. Lyon, S. A. Hull, Isaac C. Lewis, John L. Billard, Geo. R. Curtis, Edward Miller, H. S. Wilcox.

## MIDDLETOWN SAVINGS BANK.

HENRY H. SMITH, Treasurer.

INCORPORATED, 1825.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . \$1,821,943.00	Whole Am't of Deposits, \$5,289,903.26
Loans on Collateral Security, 204,573.00	Surplus Account, . . 200,000.00
Loans on Pers'al Sec'ty only, 53,240.00	Interest Account, . . 113,155.32
Town, City, and Corp'n B'ds, 2,340,200.00	Rents, . . . 2,369.50
School District Notes and Orders, 2,000.00	Profit and Loss, . . . 82,276.57
Railroad Bonds, . . 424,500.00	Sundry Accounts, . . 4,179.31
Railroad Stocks, . . 11,450.00	
Bank Stocks in Connecticut, 171,575.00	
Bank Stocks in other States, 57,000.00	
Real Estate by Foreclosure, 341,068.00	
Banking House, . . 31,000.00	
State Tax, . . . 5,805.56	
Expense Account, . . 4,968.90	
Cash in Bank, . . . 220,033.24	
Cash on hand, . . . 2,527.26	
Total Assets, . . \$5,691,883.96	Total Liabilities, . \$5,691,883.96

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
SCHOOL DISTRICT NOTES AND ORDERS.			
Farm Hill School District Middletown, . . \$	2,000.00	2,000.00	2,000.00
RAILROAD STOCKS.			
60 shares Housatonic Railroad Co., . . .	6,000.00	1,200.00	1,500.00
63 " New York, New Haven & Hartford,	6,300.00	6,300.00	14,175.00
79 " Cleve., Col., Cin. & Ind., . . .	7,900.00	3,950.00	4,740.00
TOWN, CITY, AND CORPORATION BONDS.			
City of Middletown, Conn., 6s, 1896,	1,000.00	1,000.00	1,130.00
" " " 7s, 1889,	15,000.00	15,000.00	15,450.00
" " " 7s, 1894,	5,000.00	5,000.00	5,150.00
" Waterbury, " 4s, 1893 to 1902,	44,000.00	44,000.00	44,440.00
Town of New Britain, " 7s, 1894,	41,000.00	41,000.00	47,150.00
" New Canaan, " 4s, 1911,	40,000.00	40,000.00	40,000.00
" Middletown, " 4½s, 1889,	19,000.00	19,000.00	19,000.00
" " " 4½s, 1890,	23,000.00	23,000.00	23,230.00
" " " Reg, 6s, 1890,	1,000.00	1,000.00	1,040.00
" " " 6s, 1890,	1,000.00	1,000.00	1,040.00
" " " 7s, 1891,	58,600.00	58,600.00	62,702.00
" Middlefield, " 6s, 1889,	5,000.00	5,000.00	5,050.00
" " " 7s, 1891,	13,000.00	13,000.00	13,910.00
" Portland, " 6s, 1889,	51,000.00	51,000.00	51,510.00
" " " 7s, 1891,	21,100.00	21,100.00	22,577.00
" Chatham, " 7s, 1891,	16,000.00	16,000.00	17,120.00
" Plainville, " 4s, 1895 to 1915,	20,000.00	20,000.00	20,000.00

## MIDDLETOWN SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.—CONT'D.						
Town of Stonington, Conn.,	4s,	1908,	\$	15,000.00	15,000.00	15,000.00
City of Detroit, Michigan,	4s,	1918,		175,000.00	175,000.00	183,750.00
“ Portland, Maine,	6s,	1907,		32,000.00	32,000.00	39,360.00
“ Waltham, Mass.,	4s,	1908,		24,000.00	24,000.00	24,480.00
“ Dayton, Ohio,	4½s,	1890 to 1896,		15,000.00	15,000.00	15,150.00
“ “ “	4s,	1892 to 1900,		50,000.00	50,000.00	50,000.00
“ “ “	4s,	1902,		100,000.00	100,000.00	101,000.00
“ “ “	4s,	1889 to 1902,		50,000.00	50,000.00	50,000.00
“ Columbus, “	7s,	1889,		31,000.00	31,000.00	31,930.00
“ “ “	6s,	1891,		15,000.00	15,000.00	15,750.00
“ “ “	6s,	1889 to 1895,		20,000.00	20,000.00	20,400.00
“ “ “	6s,	1889 to 1897,		30,000.00	30,000.00	30,600.00
“ “ “	4s,	1898,		100,000.00	100,000.00	100,000.00
“ “ “	4s,	1907,		8,000.00	8,000.00	8,000.00
“ “ “	4s,	1898 to 1908,		20,000.00	20,000.00	20,000.00
“ Cleveland, “	7s,	1891,		50,000.00	50,000.00	54,500.00
“ “ “	5s,	1889,		40,000.00	40,000.00	40,400.00
“ “ “	5s,	1890,		39,000.00	39,000.00	39,780.00
“ “ “	5s,	1891,		12,000.00	12,000.00	12,360.00
“ “ “	5s,	1894,		22,000.00	22,000.00	23,200.00
“ “ “	5s,	1899,		135,000.00	135,000.00	148,500.00
“ “ “	5s,	1904,		100,000.00	100,000.00	114,000.00
Jersey City, N. J.,	7s,	1913,		100,000.00	100,000.00	125,000.00
City of Dubuque, Iowa,	6s,	1897,		11,500.00	11,500.00	12,535.00
“ Cincinnati, Ohio,	4s,	1905,		25,000.00	25,000.00	25,500.00
“ “ “	6s,	1906,		11,000.00	11,000.00	11,220.00
“ “ “	6s,	1909,		19,000.00	19,000.00	23,180.00
“ “ “	7 <sup>3</sup> / <sub>10</sub> s,	1897,		23,000.00	23,000.00	27,830.00
“ “ “	7 <sup>3</sup> / <sub>10</sub> s,	1898,		4,000.00	4,000.00	4,920.00
“ “ “	7 <sup>3</sup> / <sub>10</sub> s,	1902,		7,000.00	7,000.00	9,170.00
“ St. Louis, Mo.,	6s,	1889,		3,000.00	3,000.00	3,060.00
“ “ “	7s,	1889,		3,000.00	3,000.00	3,090.00
“ “ “	6s,	1892,		15,000.00	15,000.00	15,900.00
“ “ “	6s,	1893,		26,000.00	26,000.00	28,080.00
“ “ “	6s,	1894,		36,000.00	36,000.00	39,600.00
“ “ “	6s,	1895,		26,000.00	26,000.00	28,860.00
“ “ “	6s,	1898,		7,000.00	7,000.00	8,050.00
“ “ “	6s,	1899,		54,000.00	54,000.00	62,640.00
“ “ “	6s,	1905,		10,000.00	10,000.00	12,300.00
“ “ “	4s,	1895 or 1905,		54,000.00	54,000.00	54,540.00
“ “ “	4s,	1905,		128,000.00	128,000.00	130,560.00
“ Chicago, Ill.,	7s,	1890,		15,000.00	15,000.00	15,750.00
“ “ “	7s,	1892,		25,000.00	25,000.00	27,750.00
“ “ “	7s,	1893,		3,000.00	3,000.00	3,360.00
“ “ “	7s,	1894,		63,000.00	63,000.00	73,080.00
“ “ “	7s,	1895,		75,000.00	75,000.00	88,500.00
“ “ “	6s,	1897,		23,000.00	23,000.00	25,990.00
“ “ “	7s,	1898,		14,000.00	14,000.00	17,080.00
“ “ “	7s,	1899,		12,000.00	12,000.00	12,880.00
“ Boston, Mass.,	3½s,	1917,		90,000.00	90,000.00	90,000.00



## MIDDLETOWN SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.				
Pittsburgh, Ft. Wayne & Chicago,	7s, 1912, \$	6,500.00	6,500.00	9,285.00
Sandusky, Mansfield & Newark,	7s, 1909,	7,000.00	7,000.00	8,190.00
Chic. & N. W., Chic. & Tomah,	6s, 1905,	50,000.00	50,000.00	57,500.00
Madison Extension,	7s, 1911,	33,000.00	33,000.00	43,230.00
Menominee, Extension,	7s, 1911,	28,000.00	28,000.00	36,680.00
Chic., Mil. & St. Paul, S. West. Div.,	6s, 1909,	50,000.00	50,000.00	55,500.00
Mineral Point Division,	5s, 1910,	50,000.00	50,000.00	50,000.00
LaCrosse & Davenport Division,	5s, 1919,	15,000.00	15,000.00	15,000.00
Chic. & Lake Superior Division,	5s, 1921,	15,000.00	15,000.00	15,000.00
Dubuque Division,	6s, 1920,	40,000.00	40,000.00	46,000.00
Ill. Cent., Springfield Division,	6s, 1898,	50,000.00	50,000.00	57,000.00
Chicago & Alton,	7s, 1893,	20,000.00	20,000.00	22,400.00
Terre Haute & Indianapolis,	7s, 1893,	10,000.00	10,000.00	10,700.00
Burlington & Missouri River,	7s, 1893,	50,000.00	50,000.00	55,500.00
BANK STOCKS.				
550 shares Middletown National,	Middletown,	41,250.00	41,250.00	55,000.00
124 " Middlesex Co. "	"	12,400.00	12,400.00	12,400.00
115 " Central "	"	8,625.00	8,625.00	11,500.00
377 " First "	"	37,700.00	37,700.00	37,700.00
120 " City "	Hartford,	12,000.00	12,000.00	10,800.00
150 " Hartford "	"	15,000.00	15,000.00	22,500.00
51 " Yale "	New Haven,	5,100.00	5,100.00	5,610.00
160 " Thames "	Norwich,	16,000.00	16,000.00	20,800.00
16 " First "	"	1,600.00	1,600.00	1,440.00
50 " Meriden "	Meriden,	5,000.00	5,000.00	6,250.00
69 " Home "	"	6,900.00	6,900.00	8,280.00
100 " First "	"	10,000.00	10,000.00	11,000.00
50 " St. Nicholas,	New York,	5,000.00	5,000.00	5,600.00
100 " National Park,	"	10,000.00	10,000.00	17,200.00
50 " " Shoe & Leather,	"	5,000.00	5,000.00	7,400.00
260 " American Exchange Nat'l,	"	26,000.00	26,000.00	36,400.00
60 " Bank of the State of N. Y.,	"	6,000.00	6,000.00	6,840.00
100 " Nassau Bank,	"	5,000.00	5,000.00	7,700.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	7,152; total amount, \$1,010,857.64
2	Number of depositors having over \$500 and less than \$1,000, . . .	1,041; total amount, 737,486.22
3	Number of depositors having \$1,000 and not over \$2,000, . . .	864; total amount, 1,203,958.14
4	Number of depositors having over \$2,000 and not over \$10,000, . . .	576; total amount, 2,078,367.17
5	Number of depositors having over \$10,000,	18; total amount, 259,234.09
6	Total number of depositors, . . .	9,651; total deposits, \$5,289,903.26
7	Largest amount due a single depositor, \$27,900.00.	

## MIDDLETOWN SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 8 Number of accounts opened during the year, 949; number closed, 934.
- 9 Amount of income received during the year, \$281,834.98.
- 10 Amount of dividends declared during the year, \$206,938.50.
- 11 Amount deposited, including interest credited, the past year, \$782,883.58.
- 12 Amount withdrawn during the year, \$789,671.30.
- 13 Decrease of deposits the past year, \$6,787.72.
- 14 Net amount carried to surplus or profit and loss during the year, \$5,888.19.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, four per cent., and three per cent. on excess of \$10,000; when paid, May and November.
- 18 State tax during the past year, \$11,611.12.
- 19 Total office expenses the past year, including salaries, \$11,260.58.
- 20 Net amount of income during the year from real estate owned, \$10,399.18.
- 21 What assets, if any, yielding no income during the year, \$5,150.00.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$102,000.00.
- 24 Date of annual meeting for choice of officers, first Monday in June.

OFFICERS. — President, George A. Coles; Treasurer, Henry H. Smith; Trustees, William Southmayd, Henry G. Hubbard, John P. Bacon, Samuel Babcock, Chas. A. Boardman, Elijah H. Hubbard, George S. Hubbard, M. B. Copeland, John N. Camp, George W. Burr, Henry Ward, E. B. Nye, L. M. Leach, John H. Watkinson, John S. Bailey, Samuel Russell, William Wilcox, Henry Woodward, Edward Payne, George W. Atkins, James H. Bunce, George A. Coles, Eldon B. Birdsey, Edward M. Taintor.

## MILFORD SAVINGS BANK.

P. S. BRISTOL, Treasurer.

INCORPORATED, 1872.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . . . .	\$88,279.00	Whole Am't of Deposits, . . . . .	\$203,415.33
Loans on Collateral Security, . . . . .	6,174.00	Surplus Account, . . . . .	8,157.72
Loans on Pers'l Sec'ty only, . . . . .	1,167.00	Interest Account, . . . . .	1,356.28
Town, City, and Corp'n B'ds, . . . . .	46,501.93		
Town, City, and Borough Notes and Orders, . . . . .	7,200.00		
Railroad Bonds, . . . . .	10,000.00		
Bank Stocks in Connecticut, . . . . .	41,965.00		
Tax Account, . . . . .	196.41		
Expense Account, . . . . .	185.30		
Iron Safe, . . . . .	150.00		
Cash in Bank, . . . . .	10,240.95		
Cash on hand, . . . . .	869.74		
Total Assets, . . . . .	\$212,929.33	Total Liabilities, . . . . .	\$212,929.33

## INVESTMENTS.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.				
Town of Milford, . . . . .	4s, . . . . . \$	18,000.00	18,000.00	18,000.00
“ “ . . . . .	5s, . . . . .	3,000.00	3,000.00	3,000.00
City of New Haven, . . . . .	3½s, . . . . .	10,000.00	10,116.81	10,000.00
“ “ sewer, . . . . .	3½s, . . . . .	5,000.00	5,089.03	5,000.00
Borough of Norwalk, . . . . .	4s, . . . . .	10,000.00	10,296.09	10,000.00
RAILROAD BONDS.				
New York, New Haven & Hartford, 4s, 1903, . . . . .		10,000.00	10,000.00	11,000.00
BANK STOCK.				
200 shares Merchants National, New Haven, . . . . .		10,000.00	12,000.00	12,000.00
45 “ Yale “ “ . . . . .		4,500.00	5,220.00	5,220.00
22 “ Nat'l New Haven, “ “ . . . . .		2,200.00	3,410.00	3,410.00
41 “ Second National, “ “ . . . . .		4,100.00	5,740.00	5,740.00
30 “ Nat'l Tradesmen's, “ “ . . . . .		3,000.00	4,740.00	4,230.00
14 “ Middlesex Co. Nat'l, Middletown, . . . . .		1,400.00	1,540.00	1,540.00
21 “ Meriden “ Meriden, . . . . .		2,100.00	2,310.00	2,625.00
11 “ Connecticut “ Bridgeport, . . . . .		1,100.00	1,485.00	1,595.00
46 “ Nat'l Bank of Com., New London, . . . . .		4,600.00	5,520.00	6,900.00



## MILFORD SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	538; total amount,	\$82,877.31
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	64; total amount,	42,578.04
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	37; total amount,	48,816.33
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	11; total amount,	29,143.65
6	Total number of depositors, . . . . .	650; total deposits,	\$203,415.33
7	Largest amount due a single depositor,	\$3,501.25.	
8	Number of accounts opened during the year,	118; number closed,	91.
9	Amount of income received during the year,	\$10,094.12.	
10	Amount of dividends declared during the year,	\$7,002.14.	
11	Amount deposited, including interest credited, the past year,	\$77,289.94.	
12	Amount withdrawn during the year,	\$71,390.05.	
13	Increase of deposits the past year,	\$5,899.89.	
14	Amount carried to surplus or profit and loss during the year,	\$1,052.50.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year, $4\frac{1}{2}$ per cent.; when paid,	January and July.	
18	State tax during the past year,	\$382.31.	
19	Total office expenses the past year, including salaries,	\$770.16.	
20	Net amount of income during the year from real estate owned,	none.	
21	What assets, if any, yielding no income during the year,	none.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$7,000.00.	
24	Date of annual meeting for choice of officers,	July 18th.	

OFFICERS. — President, Isaac T. Rogers; Treasurer, Phineas S. Bristol; Directors or Trustees, William G. Mitchell, Phineas S. Bristol, Theodore Platt, Charles F. Bosworth, James T. Burns, George M. Gunn, Owen T. Clarke, Dummond P. Merwin, Edward P. Avery, George H. Furman, David L. Clarke, Joseph W. Fowler, Wm. Cecil Durand, Charles J. Morris, N. Truman Smith, James T. Higley, John W. Fowler, H. B. Beardsley, Charles Luke, James McCarthy.

## MOODUS SAVINGS BANK.

EUGENE W. CHAFFEE, Treasurer.

INCORPORATED, 1870.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$63,505.00	Whole Amount of Deposits, \$	210,848.15
Loans on Collateral Security, . . .	10,110.00	Surplus Account, . . .	7,000.00
Loans on Personal Sec'y only, . . .	1,235.00	Interest Account, . . .	2,103.39
Town, City, and Corp. Bonds, . . .	34,000.00		
Town, City, and Borough Notes and Orders, . . .	28,000.00		
School District Notes and Orders, . . .	978.80		
Railroad Bonds, . . .	57,000.00		
Bank Stocks in Connecticut, . . .	11,100.00		
Bank Stocks in other States, . . .	500.00		
Expense Account, . . .	20.73		
Premium account, . . .	8,821.50		
Cash in Bank, . . .	4,277.45		
Cash on hand, . . .	403.06		
Total Assets, . . .	\$219,951.54	Total Liabilities, . . .	\$219,951.54

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
East Haddam, . . . . . \$	13,000.00	13,000.00	13,000.00
Naugatuck, . . . . .	15,000.00	15,000.00	15,000.00
SCHOOL DISTRICT NOTES AND ORDERS.			
First, of East Haddam, . . . . .	20.00	20.00	20.00
Third, " . . . . .	15.98	15.98	15.98
Fourth, " . . . . .	117.82	117.82	117.82
Ninth, " . . . . .	825.00	825.00	825.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Hartford, coup., 4½s, 1889-1904,	4,000.00	4,000.00	4,000.00
" Saybrook, " 5s, 1889-1899,	4,000.00	4,000.00	4,000.00
" Essex, " 4½s, 1890-1900,	2,000.00	2,000.00	2,000.00
" Chatham, " 5s, 1884-1904,	1,000.00	1,000.00	1,000.00
" Groton, reg., 4s, 1913,	5,000.00	5,000.00	5,000.00
City of Brooklyn, N. Y., " 7s, 1920,	2,000.00	2,000.00	3,200.00
" Detroit, Mich., coup., 7s, 1893,	1,000.00	1,000.00	1,100.00
" Cleveland, O., " 3.65s, 1902,	5,000.00	5,000.00	4,800.00
Borough of Willimantic, " 4s, 1899,	5,000.00	5,000.00	5,000.00
" Norwalk, reg., 4s, 1907,	5,000.00	5,000.00	5,000.00
RAILROAD BONDS.			
N. Y. Central & Hudson River, reg., 7s, 1903,	10,000.00	10,000.00	13,400.00
New York & Harlem, " 7s, 1900,	10,000.00	10,000.00	13,200.00

## MOODUS SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.— CONTINUED.			
Chicago, Rock Island & Pacific, reg., 6s, 1917, \$	10,000.00	10,000.00	13,000 00
Delaware & Bound Brook, coup., 7s, 1905,	5,000.00	5,000.00	6,500.00
Illinois Cent., Springfield div., “ 6s, 1898,	5,000.00	5,000.00	5,700.00
N. Y., New Haven & Hartford, reg., 4s, 1903,	5,000.00	5,000.00	5,500.00
N. Y., Providence & Boston, coup., 4s, 1901,	2,000.00	2,000.00	2,000.00
Atchison, Topeka & Santa Fe, “ 7s, 1899,	5,000 00	5,000.00	6,000.00
Morris & Essex, “ 7s, 1914,	5,000.00	5,000.00	7,100.00
BANK STOCKS.			
64 shares Nat'l Bank of N. Eng'd, E. Haddam,	6,400.00	6,400.00	7,680.00
15 “ Home National, Meriden, . . . .	1,500.00	1,500.00	1,800.00
16 “ First National, Portland, . . . .	1,600.00	1,600.00	1,680.00
10 “ Middlessex County Nat'l, Middletown,	1,000.00	1,000.00	1,000.00
6 “ National Exchange, Hartford, . . .	300.00	300.00	360.00
3 “ Merchant's National, Norwich, . . .	300.00	300.00	300.00
5 “ Ninth National, New York, . . . .	500.00	500.00	650.00

## MISCELLANEOUS ITEMS.

1 Number of depositors having \$500 or less,	739; total amount,	\$72,546.85
2 Number of depositors having over \$500 and less than \$1,000, . . . . .	55; total amount,	39,561.30
3 Number of depositors having \$1,000 and not over \$2,000, . . . . .	33; total amount,	46,343.44
4 Number of depositors having over \$2,000 and not over \$10,000, . . . . .	17; total amount,	52,396.56
6 Total number of depositors, . . . . .	844; total deposits,	\$210,848.15
7 Largest amount due a single depositor, \$4,768.10.		
8 Number of accounts opened during the year, 83; number closed, 72.		
9 Amount of income received during the year, \$10,455.10.		
10 Amount of dividends declared during the year, \$7,986.11.		
11 Amount deposited, including interest credited, the past year, \$44,926.56.		
12 Amount withdrawn during the year, \$36,741.02.		
13 Increase of deposit the past year, \$8,185.54.		
14 Amount carried to surplus or profit and loss during the year, \$771.05.		
15 Amount of paper past due, none.		
16 Amount of paper charged off the past year, none.		
17 Rate of dividend the last year, 4 per cent.; when paid, January and July.		
18 State tax during the past year, \$371.75.		
19 Total office expenses the past year, including salaries, \$677.44.		
20 Net amount of income during the year from real estate owned, none.		
21 What assets, if any, yielding no income during the year, none.		
22 Are all loans upon real estate secured by first mortgage? Yes.		
23 Largest amount loaned to one individual company, society, or corporation, \$6,000.00.		
24 Date of annual meeting for choice of officers, third Thursday in July.		

OFFICERS. — President, Charles E. Brownell; Vice-President, Amasa Day; Treasurer, Eugene W. Chaffee; Directors, David S. Purple, William L. Fowler, Jr., Albert E. Purple, Theodore Fuller, Arthur W. Chaffee.



## NATIONAL SAVINGS BANK OF NEW HAVEN.

HOADLEY B. IVES, Treasurer.

INCORPORATED, 1866.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . .	\$515,390.33	Whole Amount of Deposits, \$851,493.24	
Loans on Collateral Security, . .	14,835.00	Surplus Account, . . .	50,000.00
Loans on Pers'al Sec'y only, . .	6,000.00	Interest Account, . . .	7,464.83
United States Bonds, . . .	16,181.25	Profit and Loss, . . .	217.04
Town, City, & Corp'n Bonds, . .	67,638.56	Rents, . . . . .	122.75
New Haven Town Notes, . . .	30,000.00		
School Dist. Notes & Orders, . .	26,250.00		
Railroad Bonds, . . . . .	40,800.00		
Bank Stocks in Connecticut, . .	150,643.00		
Real Estate by Foreclosure, . .	20,430.18		
Expense Account, . . . . .	1,769.49		
Cash in Bank, . . . . .	16,627.68		
Cash on hand, . . . . .	2,732.37		
Total Assets, . . . . .	\$909,297.86	Total Liabilities, . . . . .	\$909,297.86

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Four and one-halves of 1891, Coupon, . . . \$	15,000.00	16,181.25	16,233.75
SCHOOL DISTRICT NOTES AND ORDERS.			
New Haven School District, note, . . . . .	25,000.00	25,000.00	25,000.00
North " " of Orange, . . . . .	250.00	250.00	250.00
Fourth " " of North Haven, . . . . .	1,000.00	1,000.00	1,000.00
TOWN, CITY, AND CORPORATION BONDS.			
City of New Haven, 7s, 1900, Coupon,	4,000.00	3,900.00	4,440.00
" Cincinnati, 7 <sup>3</sup> / <sub>10</sub> s, 1908, "	7,000.00	9,022.00	9,450.00
" " 7 <sup>3</sup> / <sub>10</sub> s, 1897, "	6,000.00	7,680.00	7,500.00
" " 7 <sup>3</sup> / <sub>10</sub> s, 1899, "	4,000.00	5,125.00	5,080.00
" " 7 <sup>3</sup> / <sub>10</sub> s, 1902, "	15,000.00	19,350.00	20,250.00
" Milwaukee, 7s, 1901, "	4,000.00	4,520.00	4,520.00
" " 7s, 1902, Reg.,	5,000.00	5,650.00	5,650.00
" Columbus, 6s, 1893-1898, Coup.,	12,000.00	12,391.56	12,391.56
RAILROAD BONDS.			
N. Y., N. H. & Hartford, 4s, 1903, Reg.,	20,000.00	20,650.00	22,000.00
N. Y. Central & Hudson Riv., 7s, 1903, Reg.,	5,000.00	6,375.00	6,650.00
Chicago & Northwestern, 7s, 1911, Coup.,	11,000.00	13,775.00	14,633.00

## NATIONAL SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DISCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
264 shares	Yale National, New Haven, . \$	26,400.00	29,304.00	29,304.00
387 "	Merchants " " .	19,350.00	21,285.00	21,285.00
300 "	Second " " .	30,000.00	41,000.00	41,000.00
1,152 "	N. H. County National, New Haven, .	11,520.00	13,824.00	13,824.00
23 "	Mechanics Bank, " .	1,380.00	1,495.00	1,495.00
100 "	Middlesex Co. Nat'l, Middletown, .	10,000.00	11,200.00	11,200.00
123 "	First National, Meriden, .	12,300.00	13,653.00	13,653.00
10 "	Home " " .	1,000.00	1,200.00	1,200.00
21 "	Southington National, . . . .	2,100.00	2,100.00	2,100.00
31 "	Clinton " " .	3,100.00	3,658.00	3,658.00
6 "	First " " Westport, .	600.00	600.00	600.00
45 "	National Bank, Norwalk, .	4,500.00	5,040.00	5,040.00
15 "	Fairfield Co., Nat'l, " .	1,500.00	1,500.00	1,500.00
40 "	Union Bank, N. London, .	4,000.00	4,000.00	4,000.00
7 "	First National, Portland, .	700.00	784.00	784.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,592; total amount,	\$278,320.72
2	Number of depositors having over \$500 and less than \$1,000, . . . .	386; total amount,	255,947.89
3	Number of depositors having \$1,000 and not over \$2,000, . . . .	170; total amount,	228,782.82
4	Number of depositors having over \$2,000 and not over \$10,000, . . . .	29; total amount,	77,770.48
5	Number of depositors having over \$10,000, . . . .	1; total amount,	10,671.33
6	Total number of depositors, . . . .	2,178; total deposits,	\$851,493.24
7	Largest amount due a single depositor, \$10,671.33.		
8	Number of accounts opened during the year, 416; number closed, 333.		
9	Amount of income received during the year, \$46,499.56.		
10	Amount of dividends declared during the year, \$31,619.22.		
11	Amount deposited, including interest credited, the past year, \$296,989.65.		
12	Amount withdrawn during the year, \$245,702.87.		
13	Increase of deposits the past year, \$51,286.78.		
14	Amount carried to surplus or profit and loss during the year, \$9,403.46.		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 4 per cent.; when paid, January and July.		
18	State tax during the past year, \$1,879.		
19	Total office expenses the past year, including salaries, \$3,597.88.		
20	Net amount of income during the year from real estate owned, \$791.		
21	What assets, if any, yielding no income during the year, \$13,207.39.		
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$30,000.		
24	Date of annual meeting for choice of officers, Wednesday after first Tuesday in July.		

OFFICERS.—President, Maier Zunder; Treasurer, Hoadley B. Ives; Directors or Trustees, Maier Zunder, George H. Watrous, H. B. Ives, John E. Earle, Samuel Johnson, Julius Twiss, Cornelius Pierpont, Louis Feldman, Charles Atwater, George D. Watrous

## NAUGATUCK SAVINGS BANK.

ARTHUR H. DAYTON, Treasurer.

INCORPORATED, 1870.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$231,017.20	Whole Am't of Deposits, . .	\$358,063.88
Loans on Collateral Security, . .	38,100.00	Surplus Account, . . .	6,500.00
Loans on Personal Sec'y only, . .	20,689.00	Interest Account, . . .	4,049.87
Naug. Town Notes and Orders, . .	15,000.00	Rent Account, . . .	216.25
Railroad Bonds, . . .	10,000.00		
Bank Stocks in Connecticut, . .	26,400.00		
Bank Stocks in other States, . .	10,000.00		
Real Estate by Foreclosure, . .	7,732.91		
Tax Account, . . .	478.91		
Expense Account, . . .	365.27		
Premium Account, . . .	5,696.97		
Cash in Bank, . . .	3,349.74		
Total Assets, . . .	\$368,830.00	Total Liabilities, . . .	\$368,830.00

## INVESTMENTS.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.				
Atchison, Topeka & Santa Fé, firsts, 7s, 1899, \$		10,000.00	10,000.00	12,000.00
BANK STOCKS.				
20 shares Hartford National Bank, Hartford,		2,000.00	2,000.00	3,000.00
40 " American " "		2,000.00	2,000.00	2,400.00
15 " Ætna " "		1,500.00	1,500.00	1,500.00
12 " First " "		1,200.00	1,200.00	1,200.00
9 " Phœnix " "		900.00	900.00	1,080.00
7 " Charter Oak " "		700.00	700.00	700.00
40 " National Exchange Bank, "		2,000.00	2,000.00	2,400.00
20 " New Britain National Bank, . .		2,000.00	2,000.00	3,000.00
20 " Danbury Nat'l Bank, . . .		2,000.00	2,000.00	2,800.00
30 " City " Bridgeport, . .		3,000.00	3,000.00	4,500.00
68 " Waterbury " . . .		3,400.00	3,400.00	6,800.00
40 " Fourth " Waterbury, . .		4,000.00	4,000.00	4,320.00
17 " Deep River " . . .		1,700.00	1,700.00	2,040.00
100 " Nat'l B'k of the Republic, N. Y., .		10,000.00	10,000.00	14,200.00



## NAUGATUCK SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,180; total amount, \$142,181.87
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	118; total amount, 81,493.10
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	69; total amount, 92,008.74
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	16; total amount, 42,380.17
6	Total number of depositors, . . . . .	1,383; total deposits, \$358,063.88
7	Largest amount due a single depositor, \$4,558.90.	
8	Number of accounts opened during the year, 418; number closed, 235.	
9	Amount of income received during the year, \$17,769.07.	
10	Amount of dividends declared during the year, \$13,641.73.	
11	Amount deposited, including interest credited, the past year, \$168,889.42.	
12	Amount withdrawn during the year, \$119,349.43.	
13	Increase of deposits the past year, \$49,539.99.	
14	Amount carried to surplus or profit and loss during the year, \$500.00.	
15	Amount of paper past due, none.	
16	Amount of paper charged off the past year, none.	
17	Rate of dividend the last year, $4\frac{1}{2}$ per cent.; when paid, $2\frac{1}{2}$ January, and 2 July.	
18	State tax during the past year, \$671.55.	
19	Total office expenses the past year, including salaries, \$1,307.92.	
20	Net amount of income during the year from real estate owned, \$662.18.	
21	What assets, if any, yielding no income during the year, \$1,004.29.	
22	Are all loans upon real estate secured by first mortgage? Yes.	
23	Largest amount loaned to one individual company, society, or corporation, \$21,500.00.	
24	Date of annual meeting for choice of officers, July.	

OFFICERS. — President, Homer Twitchell; Vice Presidents, H. S. Stevens and Willard Hopkins; Treasurer, Arthur H. Dayton; Directors or Trustees, William Ward, L. D. Warner, D. P. Mills, J. T. Garrison, L. S. Beardsley.

## THE NEW CANAAN SAVINGS BANK.

RUSSELL L. HALL, Treasurer.

INCORPORATED, 1859.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$35,571.65	Whole Amount of Deposits, \$78,350.37	
Loans on Collateral Security, . . .	2,500.00	Surplus Account, . . .	2,025.00
Loans on Personal Sec'y only, . . .	2,530.00	Interest Account, . . .	5,724.95
Bank Stocks in Connecticut, . . .	19,500.00	Profit and Loss, . . .	431.54
Real Estate by Foreclosure, . . .	37,182.15	Bills Payable, . . .	10,871.30
Cash on hand, . . .	119.36		
Total Assets, . . .	\$97,403.16	Total Liabilities, . . .	\$97,403.16

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.			
195 shares First Nat. B'k of New Canaan, Conn., \$	19,500.00	19,500.00	19,500.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	354; total amount, \$31,814.47
2	Number of depositors having over \$500 and less than \$1,000, . . .	33; total amount, 23,146.64
3	Number of depositors having \$1,000 and not over \$2,000, . . .	17; total amount, 21,225.40
4	Number of depositors having over \$2,000 and not over \$10,000, . . .	1; total amount, 2,163.86
6	Total number of depositors, . . .	405; total deposits, \$78,350.37
7	Largest amount due a single depositor, \$2,163.86.	
8	Number of accounts opened during the year, 28; number closed, 38.	
9	Amount of income received during the year, \$3,247.53.	
10	Amount of dividends declared during the year, \$3,070.62.	
11	Amount deposited, including interest credited, the past year, \$8,465.43.	
12	Amount withdrawn during the year, \$8,214.87.	
13	Increase of deposits the past year, \$250.56.	
14	Amount carried to surplus or profit and loss during the year, \$200.00.	
15	Amount of paper past due, none.	
16	Amount of paper charged off the past year, none.	
17	Rate of dividend the last year, 4 per cent.; when paid, Jan. 10th and July 10th.	
18	State tax during the past year, none.	
19	Total office expenses the past year, including salaries, \$517.83.	
20	Net amount of income during the year from real estate owned, \$631.16.	
21	What assets, if any, yielding no income during the year, none.	
22	Are all loans upon real estate secured by first mortgage? Yes.	
23	Largest amount loaned to one individual company, society, or corporation, \$6,400.	
24	Date of annual meeting for choice of officers, June.	

OFFICERS. — President, Henry B. Rogers; Treasurer, Russell L. Hall; Directors or Trustees, Henry B. Rogers, Joseph F. Silliman, Russell L. Hall, Henry A. Pinney, E. J. Richards, Edwin Hoyt, B. P. Mead.

## THE NEW HAVEN CO-OPERATIVE SAVING FUND AND LOAN ASSOCIATION.

JOHN A. RICHARDSON, Treasurer.

INCORPORATED, 1881.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . . \$38,300.00	Whole Amount of Deposits, \$40,934.60
Expense Account, . . . 100.00	Surplus Account, . . . 350.88
Loans on Stock of the Assoc'n, 3,470.00	Interest Account, . . . 2,787.95
Cash on hand, . . . 2,203.43	
Total Assets, . . . \$44,073.43	Total Liabilities, . . . \$44,073.43

### MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	186; total amount,	\$29,976.99
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	12; total amount,	9,574.26
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	1; total amount,	1,383.35
6	Total number of depositors, . . . . .	199; total deposits,	\$40,934.60
7	Largest amount due a single depositor, \$1,383.35.		
8	Number of accounts opened during the year, 69; number closed, 72.		
9	Amount of income received during the year, \$2,787.95.		
10	Amount of dividends declared during the year, \$1,555.47.		
11	Amount deposited, including interest credited, the past year, \$16,128.47.		
12	Amount withdrawn during the year, \$17,271.40.		
13	Decrease of deposits the past year, \$1,142.93.		
14	Amount carried to surplus or profit and loss during the year, \$68.10.		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 4 per cent.; when paid, March, 1888.		
18	State tax during the past year, none.		
19	Total office expenses the past year, including salaries, \$513.99.		
20	Net amount of income during the year from real estate owned, none owned.		
21	What assets, if any, yielding no income during the year, none.		
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$3,000.00.		
24	Date of annual meeting for choice of officers, first Monday in March.		

OFFICERS.—President, Henry F. Peck; Vice President, John E. Bassett; Secretary, Robert E. Baldwin; Treasurer, John A. Richardson; Directors, Franklin H. Hart, Nelson Adams, Frank S. Andrew; Chas. L. Baldwin, Joseph Porter, A. Heaton Robertson, Franklin S. Bradley, Albert Tilton, Fred. B. Farnsworth, Henry H. Sparks, Francis Potter.



## NEW HAVEN SAVINGS BANK.

JOHN P. TUTTLE, Treasurer.

INCORPORATED, 1838.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . \$2,025,410.00	Whole Am't of Deposits, \$6,353,526.35
Loans on Collateral Security, 373,156.00	Surplus Account, . . 210,000.00
Loans on Pers'l Secur'y only, 87,650.00	Interest Account, . . 64,337.17
State Bonds, . . . 200,000.00	Profit and Loss, . . . 1,091.53
Town, City, and Corp'n Bd's, 1,544,770.00	Rents of Foreclosed Property, 38.54
Borough Notes, . . . 21,000.00	
New Hav. City Sch. Dist. N't's, 30,000.00	
Railroad Bonds, . . . 1,839,597.50	
Bank Stocks in Connecticut, 161,880.00	
Real Estate by Foreclosure, 209,343.34	
Banking House, . . . 6,000.00	
Tax Account, . . . 9,202.52	
Insurance Account, . . . 61.40	
Expense Account, . . . 4,294.54	
Mortgage Taxes, . . . 351.25	
Cash in Bank, . . . 71,131.44	
Cash on hand, . . . 24,179.36	
Mercantile Nat'l of N. Y. Dep., 20,966.24	
Total Assets, . . . \$6,628,993.59	Total Liabilities, . . . \$6,628,993.59

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
STATE BONDS.			
Connecticut 3s, . . . . . \$	200,000.00	200,000.00	200,000.00
BOROUGH NOTES.			
Borough of Wallingford, . . . . .	14,000.00	14,000.00	14,000.00
“ West Haven, . . . . .	7,000.00	7,000.00	7,000.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Branford, Conn., 5s,	15,400.00	15,400.00	15,400.00
“ Hartford, “ 4½s, 1889,	126,000.00	126,000.00	126,000.00
“ Saybrook, “ 5s, 1889,	18,000.00	18,000.00	18,000.00
“ Groton, “ 6s, 1892,	3,500.00	3,500.00	3,680.00
“ Wallingford, “ 4s, 1915,	4,000.00	4,000.00	4,000.00
“ Seymour, “ 4½s, 1895-1900,	35,000.00	35,000.00	36,650.00
“ New Haven, “ 6s, 1889,	113,000.00	113,000.00	114,130.00
City of Burlington, Vt., 5s, 1890,	60,000.00	60,000.00	61,200.00
“ Cincinnati, Ohio, 5s, 1930,	50,000.00	50,000.00	60,000.00
“ “ “ 6s, 1906,	55,000.00	55,000.00	68,750.00
“ “ “ 7½s, 1902-1906,	168,000.00	171,127.50	220,000.00
“ “ “ 7s, 1904,	13,000.00	13,000.00	17,290.00

## NEW HAVEN SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION. — CONTINUED.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.—CON.						
City of Bath,	Maine,	4½s, 1907,	\$	85,000.00	85,000.00	89,250.00
“ Bangor,	“	6s, 1905,		7,000.00	7,000.00	8,540.00
“ Portland,	“	6s, 1907,		39,000.00	39,742.50	46,421.00
“ Rockland,	“	6s, 1897,		26,500.00	26,500.00	29,945.00
“ St. Louis,	Mo.,	7s, 1889,		10,000.00	10,000.00	10,150.00
“ “	“	6s, 1889-1906,		180,000.00	180,000.00	203,400.00
“ “	“	5s, 1900,		15,000.00	15,000.00	16,324.00
“ Chicago,	Ill.,	7s, 1894-1899,		70,000.00	70,000.00	84,000.00
“ “	“	6s, 1895-1898,		90,000.00	90,000.00	100,800.00
“ New Haven,	Conn.,	4s, 1897,		73,000.00	73,000.00	73,000.00
“ “	“	7s, 1901,		66,000.00	66,000.00	84,724.00
“ Dayton,	Ohio,	6s, 1899,		76,500.00	76,500.00	84,150.00
“ Cleveland,	“	6s, 1898,		46,000.00	46,000.00	53,360.00
“ “	“	7s, 1892,		1,000.00	1,000.00	1,080.00
“ Columbus,	“	6s, optional,		30,000.00	30,000.00	30,900.00
Borough of Wallingford,	Ct.,	4s, 1902,		25,000.00	25,000.00	25,000.00
“ Norwalk,	“	4s, 1908,		40,000.00	40,000.00	40,000.00
RAILROAD BONDS.						
Kansas City, Lawrence & Southern,	6s,	1909,		25,000.00	25,000.00	30,000.00
Buffalo, New York & Erie,	7s,	1916,		16,000.00	16,000.00	22,240.00
Pitts., McKeesport & Youghiogeny,	6s,	1932,		3,000.00	3,000.00	3,840.00
Delaware & Bound Brook,	7s,	1905,		10,000.00	10,000.00	12,800.00
Kansas City, Topeka & Western,	7s,	1905,		20,000.00	20,000.00	25,200.00
Milwaukee & Madison,	6s,	1905,		6,000.00	6,000.00	6,960.00
Illinois Central,	6s,	1898,		112,000.00	112,000.00	128,800.00
Atchison, Topeka & Santa Fe,	7s,	1900,		11,000.00	11,000.00	13,200.00
Shore Line,	4½s,	1910,		200,000.00	200,000.00	216,000.00
New York & Harlem,	7s,	1900,		18,000.00	18,000.00	22,860.00
Columbus & Xenia,	7s,	1890,		12,000.00	12,000.00	12,360.00
Chicago, Rock Island & Pacific,	6s,	1917,		200,000.00	200,000.00	256,000.00
Republican Valley,	6s,	1919,		3,000.00	3,000.00	3,720.00
Atchison & Nebraska,	7s,	1908,		11,000.00	11,000.00	14,300.00
Del. & Hud. Canal Co., Pa. Div.,	7s,	1917,		100,000.00	100,000.00	140,000.00
Shamokin Valley & Pottsville,	7s,	1901,		11,000.00	11,000.00	13,640.00
Cedar Rapids & Missouri River,	7s,	1891,		4,500.00	4,500.00	4,770.00
N. Y. Central & Hudson River,	7s,	1903,		200,000.00	200,000.00	262,000.00
Warren,	7s,	1900,		23,000.00	23,000.00	29,210.00
Iowa Falls & Sioux City,	7s,	1917,		50,000.00	50,000.00	69,000.00
New London Northern,	4s,	1910,		25,000.00	25,000.00	25,000.00
Terre Haute & Indianapolis,	7s,	1892,		7,000.00	7,000.00	7,700.00
Cleveland & Pittsburgh,	6s,	1892,		30,000.00	30,000.00	31,800.00
Little Miami,	5s,	1912,		154,000.00	154,000.00	170,420.00
Sunbury & Lewiston,	7s,	1896,		40,000.00	40,000.00	46,800.00
Chicago & Southwest,	7s,	1899,		102,500.00	102,500.00	126,075.00
Fonda, Johnstown & Gloversville,	7s,	1900,		17,500.00	17,500.00	22,052.00
Burlington & Missouri River,	7s,	1893,		4,000.00	4,000.00	4,360.00
New York, Lackawanna & Western,	6s,	1921,		25,000.00	25,000.00	31,750.00
Montgomery & Erie,	5s,	1926,		5,000.00	5,587.50	5,600.00

## NEW HAVEN SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION. — CONTINUED.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.			
Chicago, Milwaukee & St. Paul:			
Prairie Du Chien Division, 8s, 1898, \$	7,000.00	7,510.00	8,960.00
Mineral Point " 5s, 1899,	55,000.00	55,000.00	55,000.00
Iowa " 7s, 1899,	15,000.00	15,000.00	18,150.00
Lake Superior " 5s, 1921,	10,000.00	10,000.00	10,000.00
La Crosse & Davenport " 5s, 1919,	15,000.00	15,000.00	15,000.00
Chicago & Northwest:			
Tomah Division, 6s, 1905,	30,000.00	30,000.00	35,400.00
Menominee Extension, 7s, 1905,	60,000.00	60,000.00	77,400.00
Madison " 7s, 1911,	40,000.00	40,000.00	54,000.00
Northwestern Union, 7s, 1917,	70,000.00	70,000.00	98,000.00
Ottumwa, Cedar Falls & St. Paul, 5s, 1909,	70,000.00	70,000.00	74,200.00
Des Moines & Minneapolis Div., 7s, 1907,	10,000.00	10,000.00	13,000.00
Escanaba & Lake Superior, 6s, 1908,	11,000.00	11,000.00	12,540.00
BANK STOCKS.			
600 shares Merchants National, New Haven,	30,000.00	30,000.00	33,600.00
85 " Mechanics " "	5,100.00	5,100.00	5,525.00
256 " Yale " "	25,600.00	25,600.00	28,270.00
300 " Second " "	30,000.00	30,000.00	41,400.00
3,000 " New Haven Co. " "	30,000.00	30,000.00	36,000.00
195 " National Tradesmens, " "	19,500.00	19,500.00	27,495.00
59 " " New Haven, " "	5,900.00	7,880.00	9,322.00
85 " City, " "	8,500.00	8,500.00	10,030.00
53 " First National, Norwich,	5,300.00	5,300.00	5,300.00

## MISCELLANEOUS ITEMS.

- 1 Number of depositors having \$500 or less, 17,474; total amount, \$2,168,250.35
- 2 Number of depositors having over \$500 and less than \$1,000, . . . . . 2,462; total amount, 1,680,612.00
- 3 Number of depositors having \$1,000 and not over \$2,000, . . . . . 1,307; total amount, 1,770,346.00
- 4 Number of depositors having over \$2,000 and not over \$10,000, . . . . . 276; total amount, 734,318.00
- 6 Total number of depositors, . . . . . 21,519; total deposits, \$6,353,526.35
- 7 Largest amount due a single depositor, \$8,640.89.
- 8 Number of accounts opened during the year, 3,214; number closed, 3,031.
- 9 Amount of income received during the year, \$341,869.57.
- 10 Amount of dividends declared during the year, \$230,625.76.
- 11 Amount deposited, including interest credited, the past year, \$1,843,864.82.
- 12 Amount withdrawn during the year, \$1,577,157.46.
- 13 Increase of deposits the past year, \$266,707.36.
- 14 Amount carried to surplus or profit and loss during the year, none.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.



## NEW HAVEN SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 17 Rate of dividend the last year, 4\* per cent; when paid, January and July 1st.
  - 18 State tax during the past year, \$13,727.58.
  - 19 Total office expenses the past year, including salaries, \$16,620.40.
  - 20 Net amount of income during the year from real estate owned, \$7,985.18.
  - 21 What assets, if any, yielding no income during the year, \$29,400.
  - 22 Are all loans upon real estate secured by first mortgage? Yes.
  - 23 Largest amount loaned to one individual company, society, or corporation, \$58,000.
  - 24 Date of annual meeting for choice of officers, fourth Wednesday in May.
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\* 3 per cent. on all deposits in excess of \$2,000.

OFFICERS. — President, Samuel E. Merwin; Vice-Presidents, Gardner Morse, Andrew L. Kidston, Matthew G. Elliott, Dr. E. Huggins Bishop; Treasurer, John P. Tuttle; Trustees, Henry D. White, John P. Tuttle, Stephen B. Butler, George J. Brush, George W. Curtis, Nathan H. Sanford, Wallace B. Fenn, John H. Leeds, Thomas R. Trowbridge, Walter B. Law.

NEW MILFORD SAVINGS BANK.

CHARLES RANDALL, Treasurer.

INCORPORATED, 1858.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$421,193.20	Whole Amount of Deposits, \$728,908.36
Loans on Collateral Security, 29,485.00	Surplus Account, . . . 53,000.00
Loans on Personal Sec'y only, 36,810.87	Interest Account, . . . 21,429.91
Town, City, and Corp'n B'ds, 230,801.25	Sinking Fund, . . . 11,693.29
New Milford Town Notes, 3,500.00	Profit and Loss, . . . 1,460.78
Railroad Bonds, . . . 2,058.75	Sundry Accounts, . . . 2,494.00
Bank Stocks in Connecticut, 43,214.50	
Real Estate by Foreclosure, 5,612.80	
Banking House, . . . 11,000.00	
Insurance Account, . . . 46.07	
Expense Account, . . . 2,184.82	
Furniture and Fixtures, . . 800.00	
Cash in Bank, . . . . 28,604.68	
Cash on hand, . . . . 3,674.40	
<hr/> Total Assets, . . . \$818,986.34	<hr/> Total Liabilities, . . \$818,986.34

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
<b>TOWN, CITY, AND CORPORATION BONDS.</b>			
Town of N. Haven, Ct., 6s, 1889 to 1900, \$	4,200.00	4,220.00	4,200.00
" Hartford, " 4½s, 1891, . .	6,000.00	6,232.50	6,000.00
City of Hartford, Ct., 6s, 1891, . .	1,000.00	1,160.00	1,050.00
Borough of Danbury, Ct. 4½s, 1900, . .	13,000.00	13,747.50	13,640.00
City of Rochester, N. Y., 7s, 1903, . .	6,000.00	7,640.00	7,640.00
Town of Portland, Ct., 6s, 1889, . .	3,000.00	3,150.00	3,100.00
Cleveland, Ohio, various rates, . .	12,000.00	14,230.00	14,000.00
Brooklyn, N. Y., 7s, 1905, . .	10,000.00	12,550.00	12,000.00
Chicago, Ill., 6s, and 7s, . .	55,000.00	64,565.00	62,000.00
Cincinnati, Ohio, various rates, . .	63,000.00	72,805.00	82,000.00
St. Louis, Mo., 6s, . .	27,000.00	29,266.25	29,000.00
Detroit, Mich., 7s, 1893, . .	1,000.00	1,235.00	1,125.00
<b>RAILROAD BONDS.</b>			
Chic., Burl. & Quincy, 1st Mort., 7s, 1890, .	2,000.00	2,058.75	2,025.00
<b>BANK STOCKS.</b>			
90 shares Pequonnock Nat., Bridgeport, Conn.,	9,000.00	9,870.00	10,080.00
60 " City " "	6,000.00	6,970.00	8,100.00
80 " Bridgeport " "	4,000.00	5,678.00	6,400.00
15 " Nat. Iron Bank, Falls Village, "	1,500.00	1,875.00	1,800.00

The "book value" in the above statement is the actual cost, and the difference between the cost price and the present "market value" is offset by the "sinking fund."

## NEW MILFORD SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS. — CONTINUED.				
10 shares	First National, Middletown, Conn., \$	1,000.00	1,140.00	1,100.00
15 "	Middlesex Co. Nat., "	1,500.00	1,710.00	1,700.00
33 "	First National, Meriden, "	3,300.00	3,696.00	3,696.00
8 "	Merchants National, Norwich, "	800.00	800.00	800.00
17 "	Middletown Nat., Middletown, "	1,275.00	1,895.50	1,895.50
92 "	First National, New Milford, "	7,200.00	8,180.00	9,800.00
10 "	Connecticut Nat., Bridgeport, "	1,000.00	1,400.00	1,400.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,337; total amount,	\$273,973.36
2	Number of depositors having over \$500 and less than \$1,000,	262; total amount,	184,824.49
3	Number of depositors having \$1,000 and not over \$2,000,	163; total amount,	224,652.51
4	Number of depositors having over \$2,000 and not over \$10,000,	9; total amount,	28,547.23
5	Number of depositors having over \$10,000,	1; total amount,	16,910.77
6	Total number of depositors,	2,772; total deposits,	\$728,908.36
7	Largest amount due a single depositor,	\$16,910.77.	
8	Number of accounts opened during the year,	411; number closed,	339.
9	Amount of income received during the year,	\$47,722.95.	
10	Amount of dividends declared during the year,	\$30,195.85.	
11	Amount deposited, including interest credited, the past year,	\$153,652.42.	
12	Amount withdrawn during the year,	\$126,279.71.	
13	Increase of deposits the past year,	\$27,372.71.	
14	Amount carried to surplus or profit and loss during the year,	\$4,000.00.	
15	Amount of paper past due,	\$1,053.25.	
16	Amount of paper charged off the past year,	none,	
17	Rate of dividend the last year, 4½ per cent.; when paid, 2½ per cent. October and 2 per cent. April.		
18	State tax during the past year,	\$1,623.25.	
19	Total office expenses the past year, including salaries,	\$2,900.00.	
20	Net amount of income during the year from real estate owned,	\$145.22.	
21	What assets, if any, yielding no income during the year,	none.	
22	Are all loans upon real estate secured by first mortgage?	All but one.	
23	Largest amount loaned to one individual company, society, or corporation,	\$15,000.00.	
24	Date of annual meeting for choice of officers,	July 21st.	

OFFICERS. — President, R. E. Canfield; Vice-President, Isaac B. Bristol; Treasurer, Chas. Randall; Directors, John S. Turrell, Turney Soule, Chas. H. Booth, Geo. W. Anthony, Chas. M. Beach.



## NEWTOWN SAVINGS BANK.

CHARLES H. NORTROP, Treasurer.

INCORPORATED, 1855.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$225,315.19	Whole Amount of Deposits, \$462,936.85
Loans on Collater'l Security, . . 11,922.00	Surplus Account, . . . 13,133.00
Loans on Pers'l Security only, . . 51,162.52	Interest Account, . . . 14,905.25
United States Bonds, . . . 100.10	Profit and Loss Account, . . 353.00
Town, City, and Corp. B'ds, . . 29,700.00	Collection Account, . . . 1,946.91
To'n, City, & Bor. N't's & Ord's, . . 18,577.80	Rent Account, . . . 228.29
Railroad Bonds, . . . 73,500.00	Suspense Account, . . . 11.78
Bank Stocks in Connecticut, . . 36,200.00	
Real Estate by Foreclosure, . . 16,000.00	
Safe and Fixtures, . . . 500.00	
Insurance Account, . . . 87.72	
Expense Account, . . . 1,218.16	
Premium Account, . . . 10,562.44	
Cash in Bank, . . . 15,124.75	
Cash on hand, . . . 3,544.40	
Total Assets, . . . \$493,515.08	Total Liabilities, . . . \$493,515.08

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Fours of 1907, Registered, . . . . \$	100.00	100.10	128.00
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Newtown Notes, . . . .	13,000.00	13,000.00	13,000.00
“ “ Orders, . . . .	2,377.80	2,377.80	2,377.80
“ Southbury Notes, . . . .	3,200.00	3,200.00	3,200.00
TOWN, CITY, AND CORPORATION BONDS.			
City of Milwaukee, Wis., . . 7s, 1902, .	4,000.00	4,000.00	4,400.00
“ Cincinnati, Ohio, . . 7 <sup>3</sup> / <sub>10</sub> s, 1889, .	1,000.00	1,000.00	1,040.00
“ Cincinnati, “ . . 6s, 1909, .	1,000.00	1,000.00	1,200.00
“ Cleveland, “ . . 7s, 1895, .	3,000.00	3,000.00	3,540.00
“ “ “ . . 6s, 1890, .	1,000.00	1,000.00	1,020.00
“ “ “ . . 6s, 1896, .	1,000.00	1,000.00	1,080.00
“ Brooklyn, New York, . . 6s, 1899, .	1,000.00	1,000.00	1,175.00
“ Bridgeport, . . . . 5s, 1908, .	5,500.00	5,500.00	5,850.00
“ St. Louis, Mo., . . . 6s, 1890, .	2,000.00	2,000.00	2,125.00
Town of Middletown, . . . . 6s, 1889, .	10,000.00	10,000.00	10,250.00
“ New Haven, . . . . 6s, 1893, .	200.00	200.00	220.00
RAILROAD BONDS.			
Milwaukee & Madison, . . . . 6s, 1905, .	4,000.00	4,000.00	4,640.00
North Western Union, . . . . 7s, 1917, .	3,000.00	3,000.00	4,200.00

## NEWTOWN SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.			
Chicago & Alton, 7s, 1893, \$	10,000.00	10,000.00	10,400.00
Mineral Range, 8s, 1888,	1,500.00	1,500.00	1,500.00
Chicago, Burlington & Quincy, 7s, 1903,	5,000.00	5,000.00	6,600.00
Chi., Mil. & St. Paul, West. Division, 5s, 1921,	5,000.00	5,000.00	5,250.00
“ “ “ La Crosse Div., 7s, 1893,	4,000.00	4,000.00	4,600.00
“ “ “ S. W. Division, 6s, 1909,	7,000.00	7,000.00	8,050.00
“ “ “ Dub. “ 6s, 1920,	5,000.00	5,000.00	5,750.00
“ “ “ La C. & D. Div., 5s, 1919,	2,000.00	2,000.00	2,100.00
Iowa Falls & Sioux City, 7s, 1917,	6,000.00	6,000.00	7,980.00
Shamokin Valley & Pottsville, 7s, 1901,	2,000.00	2,000.00	2,500.00
Southwest Penn., 7s, 1917,	7,000.00	7,000.00	8,680.00
Delaware & Hudson Canal Co., 7s, 1894,	5,000.00	5,000.00	5,750.00
Kansas City, Law. & Southern, 6s, 1909,	7,000.00	7,000.00	8,050.00
BANK STOCK.			
92 shares Bridgeport Nat'l, Bridgeport, Conn.,	4,600.00	4,600.00	7,820.00
63 “ Pequonnock National, “	6,300.00	6,300.00	7,560.00
69 “ City “ “	6,900.00	6,900.00	10,350.00
10 “ Danbury National, Danbury, Conn.,	1,000.00	1,000.00	1,400.00
11 “ Nat'l Pahquioque, “	1,100.00	1,100.00	1,430.00
10 “ First National, New Milford, Conn.,	1,000.00	1,000.00	1,350.00
107 “ “ Norwich, Conn.,	10,700.00	10,700.00	10,700.00
24 “ Uncas National, “	1,200.00	1,200.00	1,320.00
4 “ Norwich “ “	400.00	400.00	400.00
17 “ Thames “ “	1,700.00	1,700.00	2,380.00
3 “ Merchants “ “	300.00	300.00	300.00
8 “ Nat. B'k of Com'rce, N. Lond'n, Ct.,	800.00	800.00	896.00
2 “ New London City Nat., “	200.00	200.00	220.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	969; total amount,	\$125,753.47
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	160; total amount,	110,740.18
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	104; total amount,	141,611.19
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	31; total amount,	84,832.01
6	Total number of depositors, . . . . .	1,264; total deposits,	\$462,936.85
7	Largest amount due a single depositor, \$5,883.39.		
8	Number of accounts opened during the year, 180; number closed, 138.		
9	Amount of income received during the year, \$26,606.57.		
10	Amount of dividends declared during the year, \$18,698.50.		
11	Amount deposited, including interest credited, the past year, \$144,725.37.		
12	Amount withdrawn during the year, \$114,769.37.		
13	Increase of deposits the past year, \$29,956.00.		
14	Amount carried to surplus or profit and loss during the year, \$383.		

## NEWTOWN SAVINGS BANK.—CONTINUED.

## MISCELLANEOUS ITEMS.—CONTINUED.

- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, \$100.00.
- 17 Rate of dividend the last year,  $4\frac{1}{2}$  per cent.; when paid, October and April.
- 18 State tax during the past year, \$900.84.
- 19 Total office expenses the past year, including salaries, \$1,693.00.
- 20 Net amount of income during the year from real estate owned, \$371.29.
- 21 What assets, if any, yielding no income during the year, \$5,000.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$13,000.00.
- 24 Date of annual meeting for choice of officers, October.

OFFICERS.—President, Philo Clarke; Treasurer, Charles H. Northrop; Directors or Trustees, Philo Clarke, Monroe Judson, William L. Terrill, William N. Northrop, Cyrus B. Sherman, William Botsford, Aaron Sanford, David C. Peck, Daniel G. Beers, Jerome Judson, Philo Nichols, Hosea B. Northrop, John B. Peck, Asa N. Hawley, John B. Wheeler, Charles H. Northrop.



## NORFOLK SAVINGS BANK.

JOSEPH N. COWLES, Treasurer.

INCORPORATED, 1856.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$76,592.61	Whole Amount of Deposits,	\$174,937.00
Loans on Collateral Security,	10,105.00	Surplus Account,	6,000.00
Loans on Personal Sec'y only,	6,650.00	Interest Account,	811.95
Town, City, and Corp. Bonds,	16,475.00		
Railroad Bonds,	26,112.50		
Bank Stocks in Connecticut,	20,663.00		
Bank Stocks in other States,	8,077.50		
Banking House,	3,925.28		
Tax Account,	286.21		
Expense Account,	184.42		
Cash in Bank,	12,677.43		
Total Assets,	\$181,748.95	Total Liabilities,	\$181,748.95

## MISCELLANEOUS ITEMS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
Canaan Town, 6s, 1891, . . . . . \$	5,000.00	5,000.00	5,240.00
Cincinnati, O., 5s, 1930, . . . . .	5,000.00	5,575.00	5,575.00
“ 6s, 1900, . . . . .	5,000.00	5,900.00	5,900.00
RAILROAD BONDS.			
Chicago & Alton, 6s, 1893, ..	1,000.00	1,150.00	1,150.00
Illinois Central, 6s, 1898, .	4,000.00	4,550.00	4,550.00
Joliet & Northern Indiana, 7s, 1907, .	8,000.00	10,000.00	10,000.00
New York Central & Hudson River, 7s, 1903, .	4,000.00	5,200.00	5,200.00
Pacific Railroad of Missouri:			
Carondelet Branch, 6s, 1893, .	5,000.00	5,212.50	5,212.50
BANK STOCKS.			
20 shares Merchants National, New York, .	1,200.00	1,200.00	1,200.00
36 “ “ Exchange Nat'l, New York,	1,800.00	1,800.00	1,800.00
45 “ First National, Norwich, . . .	4,500.00	4,918.00	4,500.00
3 “ Merchants “ “ . . .	300.00	300.00	310.00
25 “ Thames “ “ . . .	2,500.00	3,575.00	3,575.00
20 “ National Pabquoque, Danbury, .	2,000.00	2,500.00	2,500.00
20 “ Middlesex County Nat'l, Middletown,	2,000.00	2,480.00	2,480.00
10 “ Birmingham National, . . .	1,000.00	1,560.00	1,590.00
10 “ Mercantile “ Hartford, .	1,000.00	1,000.00	1,000.00
15 “ Meriden National, . . . . .	1,500.00	2,130.00	2,130.00
22 “ First National, South Norwalk, .	2,200.00	2,200.00	2,200.00
30 “ National Park, New York, . . .	3,000.00	5,077.50	5,077.50

## NORFOLK SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	585; total amount,	\$53,805.26
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	60; total amount,	39,640.81
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	47; total amount,	56,780.91
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	11; total amount,	24,710.02
6	Total number of depositors, . . . . .	703; total deposits,	\$174,937.00
7	Largest amount due a single depositor, \$2,956.84.		
8	Number of accounts opened during the year, 60; number closed, 48.		
9	Amount of income received during the year, \$8,205.48.		
10	Amount of dividends declared during the year, \$7,078.87.		
11	Amount deposited, including interest credited, the past year, \$34,667.52.		
12	Amount withdrawn during the year, \$31,729.75.		
13	Increase of deposits the past year, \$2,937.77.		
14	Amount carried to surplus or profit and loss during the year, none.		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 4 per cent.; when paid, Jan. 1st and July 1st.		
18	State tax during the past year, \$247.21.		
19	Total office expenses the past year, including salaries, \$550.80.		
20	Net amount of income during the year from real estate owned, \$130.00.		
21	What assets, if any, yielding no income during the year, \$7,400.00.		
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$9,446.00.		
24	Date of annual meeting for choice of officers, second Monday in July.		

OFFICERS. — President, Robbins Battell; Treasurer, Joseph N. Cowles; Directors, Erastus Burr, Lyman Dunning, Abel Camp, Plumb Brown, J. K. Shepard, H. H. Riggs, Henry J. Holt, F. E. Porter, A. R. Collier.

## THE NORWALK SAVINGS SOCIETY.

GEORGE E. MILLER, Treasurer.

INCORPORATED, 1849.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$593,208.32	Whole Am't of Deposits,	\$2,007,750.46
Loans on Collateral Security,	392,842.50	Surplus Account,	65,000.00
Loans on Pers'l Sec'ty only,	43,751.33	Interest Account,	11,244.05
Town, City, and Corp'n B'ds,	193,000.00	Rent Account,	1,185.86
Town, City, and Borough		Profit and Loss,	30,611.19
Notes and Orders,	94,450.00		
School Dist. Notes and Orders,	21,695.09		
Railroad Bonds,	486,200.00		
Bank Stocks in Connecticut,	41,514.00		
Bank Stocks in other States,	31,980.47		
Real Estate by Foreclosure,	165,655.99		
Banking House and Lot,	22,633.30		
Tax Account,	2,235.66		
Suspense Account,	3,859.12		
Expense Account,	1,408.71		
Furniture and Fixtures,	2,000.00		
Cash in Bank,	14,738.05		
Cash and Cash Items on hand,	4,619.02		
Total Assets,	\$2,115,791.56	Total Liabilities,	\$2,115,791.56

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Norwalk Orders,	\$ 65,500.00	65,500.00	65,500.00
Borough of " " " "	28,950.00	28,950.00	28,950.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Center School District, Norwalk,	15,500.00	15,500.00	15,500.00
Down Town " " " "	5,500.00	5,500.00	5,500.00
Broad River " " " "	695.09	695.09	695.09
TOWN, CITY, AND CORPORATION BONDS.			
Borough of Norwalk, sewer, 4s, 1907,	10,000.00	10,000.00	10,000.00
City of Cincinnati, Ohio, 7.30s, 1902,	25,000.00	30,800.00	32,500.00
" " " 7.30s, 1906,	45,000.00	54,400.00	59,850.00
" " " 7s, 1908,	10,000.00	12,600.00	13,300.00
" " " 6s, 1909,	20,000.00	23,500.00	24,400.00
" Chicago, Ill., 6s, 1895,	6,000.00	6,600.00	6,780.00
" St. Louis, Mo., 6s, 1893,	4,000.00	4,300.00	4,320.00
" " " 6s, 1894,	16,000.00	17,400.00	17,440.00
" " " 6s, 1895,	7,000.00	7,700.00	7,700.00
" Columbus, Ohio, Imp., 6s, 1896,	25,000.00	25,700.00	25,750.00



## THE NORWALK SAVINGS SOCIETY. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.			
Chic. & N'thwest'n (No'wes'n Union), 7s, 1917, \$	50,000.00	62,400.00	67,500.00
“ “ (Chic. & Tomah), 6s, 1905,	68,000.00	77,500.00	78,200.00
“ “ (Menom. Ext.), 7s, 1911,	50,000.00	62,200.00	63,500.00
“ “ (Madison Ext.), 7s, 1911,	25,000.00	30,200.00	30,500.00
“ “ (Des. M. & Minn.), 7s, 1907,	10,000.00	12,100.00	12,400.00
Chic., Mil. & St. P. (Chicago & Mil.), 7s, 1903,	25,000.00	30,400.00	31,250.00
“ “ (La Crosse), 7s, 1893,	25,000.00	27,400.00	28,500.00
“ “ (Wisconsin Valley), 7s, 1909,	15,000.00	18,000.00	18,750.00
“ “ (Southwestern), 6s, 1909,	25,000.00	29,400.00	28,250.00
“ “ (La C. & Dav'pt), 5s, 1919,	30,000.00	30,300.00	30,600.00
Chi., Bur. & Quincy, (Bur. & Mo. River), 7s, 1893,	20,000.00	22,100.00	22,400.00
Chi., R. I. & Pac., (Registered), 6s, 1917,	50,000.00	61,200.00	65,000.00
Illinois Central, (Reg., Middle Div.), 5s, 1921,	20,000.00	23,000.00	22,600.00
BANK STOCKS.			
86 shares Fairfield Co. National, Norwalk, .	8,600.00	9,649.50	7,740.00
120 “ National Bank of “ .	12,000.00	12,901.50	12,600.00
15 “ Central National, “ .	1,500.00	1,500.00	1,845.00
5 “ First “ So. Norwalk, .	500.00	620.00	500.00
25 “ City “ “ .	2,500.00	2,500.00	2,550.00
55 “ Danbury “ Danbury, .	5,500.00	5,830.00	6,875.00
4 “ First “ Westport, .	400.00	400.00	400.00
50 “ Stamford “ Stamford, .	1,500.00	2,250.00	2,400.00
41 “ Connecticut “ Bridgeport, .	4,100.00	5,863.00	5,945.00
80 “ Fourth “ New York, .	8,000.00	7,973.25	11,040.00
30 “ Metropolitan “ “ .	3,000.00	1,250.00	390.00
50 “ National Park “ “ .	5,000.00	6,256.25	8,500.00
66 “ Merchants “ “ .	3,300.00	4,198.59	4,620.00
22 “ Market “ “ .	2,200.00	2,363.00	3,784.00
10 “ Nat. Shoe & Leather, “ .	1,000.00	1,080.00	1,500.00
50 “ Western National, “ .	5,000.00	5,000.00	4,750.00
50 “ German American, “ .	3,750.00	3,859.38	4,312.50

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	4,259; total amount,	\$509,489.46
2	Number of depositors having over \$500 and less than \$1,000, .	604; total amount,	423,375.71
3	Number of depositors having \$1,000 and not over \$2,000, .	412; total amount,	551,122.01
4	Number of depositors having over \$2,000 and not over \$10,000, .	159; total amount,	513,143.86
5	Number of depositors having over \$10,000,	1; total amount,	10,619.42
6	Total number of depositors, .	5,435; total deposits,	\$2,007,750.46
7	Largest amount due a single depositor, \$10,619.42.		
8	Number of accounts opened during the year, 672; number closed, 517.		

## THE NORWALK SAVINGS SOCIETY. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 9 Amount of income received during the year, \$101,966.52.
- 10 Amount of dividends declared during the year, \$76,072.84.
- 11 Amount deposited, including interest credited, the past year, \$507,810.17.
- 12 Amount withdrawn during the year, \$447,899.80.
- 13 Increase of deposits the past year, \$59,910.37.
- 14 Amount carried to surplus or profit and loss during the year, \$5,099.34.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, Jan. 10th and July 10th.
- 18 State tax during the past year, \$4,382.57.
- 19 Total office expenses the past year, including salaries, \$6,177.04.
- 20 Net amount of income during the year from real estate owned, \$2,088.99.
- 21 What assets, if any, yielding no income during the year, \$21,820.59.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$250,000.00.
- 24 Date of annual meeting for choice of officers, fourth Wednesday in July.

OFFICERS. — President, William B. E. Lockwood, Treasurer, George E. Miller; Directors or Trustees, William B. E. Lockwood, Robert B. Craufurd, F. St. John Lockwood, William A. Curtis, George M. Holmes, Asa Smith, Edward K. Lockwood, George E. Miller, Ira Cole.

## THE NORWICH SAVINGS SOCIETY.

COSTELLO LIPPITT, Treasurer.

INCORPORATED, 1824.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$2,084,846.74	Whole Amount of Deposits, \$8,346,756.68
Loans on Collateral Security, 402,585.00	Surplus Account, . . . 250,000.00
Loans on Pers'l Secu'ty only, 73,762.17	Interest Account, . . . 157,747.12
United States Bonds, . . . 150,000.00	Profit and Loss, . . . 152,192.95
Town, City, and Corp. B'ds, 2,219,195.74	Foreclosure, . . . . 6.00
" City. & Bor. Not's & Ord's, 224,500.00	
School Dist. Notes & Ord's, 29,950.00	
Railroad Bonds, . . . . 3,157,278.30	
Bank Stocks in Connecticut, 93,500.00	
Real Estate by Foreclosure, 210,211.83	
Banking House, . . . . 28,610.77	
Insurance Account, . . . . 55.25	
Expense Account, . . . . 4,936.62	
Cash in Bank, . . . . 172,467.23	
Cash on hand, . . . . 53,702.96	
Foreclosure & Col'ct'n Ac'ts, 1,100.14	
Total Assets, . . . \$8,906,702.75	Total Liabilities, . . \$8,906,702.75

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Fours of 1907, Registered, . . . . \$	150,000.00	150,000.00	195,000.00
COUNTY, TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
County of Windham, Conn., . . . .	12,000.00	12,000.00	12,000.00
Town of Norwich, " . . . .	30,000.00	30,000.00	30,000.00
" Ledyard, " . . . .	2,500.00	2,500.00	2,500.00
" Killingly, " . . . .	10,000.00	10,000.00	10,000.00
" Sterling, " . . . .	5,000.00	5,000.00	5,000.00
City of Norwich, " . . . .	135,000.00	135,000.00	135,000.00
" New London, " . . . .	15,000.00	15,000.00	15,000.00
Borough of Stonington, " . . . .	15,000.00	15,000.00	15,000.00
SCHOOL DISTRICT NOTES AND ORDERS.			
First of Preston, Conn., . . . .	450.00	450.00	450.00
Greenville of Norwich, Conn., . . . .	14,000.00	14,000.00	14,000.00
West Chelsea, " . . . .	15,500.00	15,500.00	15,500.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Hartford, Conn., 4½s, 1905, . .	200,000.00	200,000.00	206,000.00
" Portland, " 6s, 1890, . . . .	30,000.00	30,000.00	30,900.00



## THE NORWICH SAVINGS SOCIETY. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORP'N BONDS. — CONTINUED.				
Town of Chatham, Conn.,	6s, 1890, . \$	25,000.00	25,000.00	25,750.00
“ Preston “	6s, 1900, .	43,500.00	43,500.00	51,330.00
“ Windham, “	4½s, 1890, .	30,000.00	30,000.00	30,000.00
“ Norwich, “	4s, 1913, .	88,000.00	88,000.00	88,000.00
“ “ “	7s, 1905, .	60,000.00	90,000.00	84,000.00
“ East Lyme, “	4½s, 1905, .	15,000.00	15,000.00	15,900.00
“ Stafford, “	4s, \$3,000 per annum,	51,000.00	51,000.00	51,000.00
“ Groton, “	6s, 1890, .	1,000.00	1,000.00	1,030.00
“ Southbridge, Mass.,	4s, 1898, .	65,000.00	65,000.00	65,000.00
“ Framingham, “	4s, 1908, .	60,000.00	60,000.00	60,000.00
Borough of New Britain, Conn.,	7s, 1894, .	30,000.00	30,000.00	34,500.00
County of St. Louis, Mo.,	6s, 1905, .	10,000.00	12,925.00	12,400.00
City of Norwich, Conn.,	6s, 1898, .	101,000.00	101,000.00	117,160.00
“ “ “	4s, 1913, .	125,000.00	125,000.00	125,000.00
“ “ “	5s, 1908, .	2,000.00	2,000.00	2,280.00
“ Middletown, Conn.,	6s, 1896, .	7,000.00	7,000.00	7,910.00
“ Hartford, “	6s, 1891, .	25,000.00	25,000.00	26,250.00
“ Wheeling, West Va.,	3s, .	12,000.00	10,200.00	10,200.00
“ Cleveland, Ohio,	5s, 1896, .	250,000.00	250,000.00	265,000.00
“ “ “	6s, 1898, .	50,000.00	50,000.00	58,000.00
“ Columbus, “	6s, 1896, .	72,000.00	72,000.00	76,320.00
“ Cincinnati, “	4s, 6s, 7s, 7½s, various,	509,000.00	509,000.00	589,580.00
“ Waterbury, Conn.,	4½s, 1898, .	40,000.00	40,000.00	41,600.00
“ So. Norwalk, “	6s, 1905, .	30,000.00	35,145.00	37,200.00
“ New London, “	3½s, 1911, .	35,000.00	35,000.00	35,000.00
“ Milwaukee, Wis.,	7s, 1902, .	3,000.00	3,000.00	3,600.00
“ St. Louis, Mo.,	6s, 1899, .	77,000.00	91,747.04	90,090.00
“ Vergennes, Vt.,	4s, 1908, .	26,000.00	24,700.00	26,000.00
“ Chicago, Ill.,	7s, various, .	81,000.00	96,978.70	91,730.00
RAILROAD BONDS.				
St. Louis, Jack. & Chicago,	7s, 1894, .	110,000.00	112,000.00	121,000.00
New London Northern,	5s, 1910, .	650,000.00	650,000.00	741,000.00
Columbus & Hocking Valley,	7s, 1897, .	14,000.00	14,000.00	15,960.00
Warren,	7s, 1900, .	37,000.00	37,000.00	43,290.00
Cincinnati & Baltimore,	7s, 1900, .	99,000.00	99,000.00	115,830.00
Jeffers'nv'le, M'dis'n & Indianap.,	7s, 1906, .	85,000.00	85,000.00	97,750.00
Morris & Essex,	7s, 1914, .	100,000.00	100,000.00	143,000.00
New York & Harlem,	7s, 1900, .	125,000.00	125,000.00	165,000.00
Elmira & Williamsport,	6s, 1910, .	23,000.00	23,000.00	25,990.00
Greene,	7s, 1902, .	70,000.00	70,000.00	83,300.00
Oswego & Rome,	7s, 1915, .	11,000.00	11,000.00	14,190.00
Cleveland & Mahoning,	7s, 1893, .	4,000.00	4,000.00	4,320.00
Staten Island,	7s, 1893, .	8,000.00	8,000.00	8,640.00
Delaware and Bound Brook,	7s, 1905, .	25,000.00	25,000.00	30,500.00
Buffalo, New York & Erie,	7s, 1916, .	96,000.00	96,000.00	124,800.00
Mineral Range,	8s, 1888, .	47,300.00	47,300.00	47,300.00
New York, Cen. & Hud. Riv.,	7s, 1903, .	325,000.00	382,527.50	435,500.00
Shamokin Valley & Pottsville,	7s, 1901, .	143,000.00	143,000.00	170,170.00
Iowa Falls & Sioux City,	7s, 1917, .	90,000.00	90,000.00	117,000.00

## THE NORWICH SAVINGS SOCIETY. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.			
Des Moines & Minneapolis, 7s, 1907, . \$	25,000.00	25,000.00	31,000.00
Cedar Rapids & Missouri River, 7s, 1916, .	26,000.00	26,000.00	33,800.00
Chicago, Milwaukee & St. Paul:—			
So. Minn. Division, 6s, 1910, .	150,000.00	150,000.00	166,500.00
Min. Point Division, 5s, 1910, .	145,000.00	145,000.00	145,000.00
La C. & Dav. Division, 5s, 1919, .	86,000.00	87,147.90	86,000.00
Southwestern Division, 6s, 1909, .	184,000.00	200,058.00	204,240.00
La Crosse Division, 7s, 1893, .	10,000.00	10,000.00	10,800.00
Wisconsin Val. Division, 7s, 1909, .	25,500.00	25,500.00	31,875.00
Dubuque Division, 6s, 1920, .	81,000.00	81,000.00	93,150.00
Northwestern Union, 7s, 1917, .	116,500.00	116,500.00	151,450.00
Chicago & Milwaukee, 7s, 1898, .	75,000.00	75,000.00	86,250.00
Chicago & Tomah, 6s, 1905, .	1,000.00	1,000.00	1,110.00
Chicago & Northwestern:—			
Madison Extension, 7s, 1911, .	43,000.00	46,744.90	54,610.00
Menominee Extension, 7s, 1911, .	40,500.00	40,500.00	51,435.00
Maple River Extension, 7s, 1897, .	6,000.00	6,000.00	6,840.00
BANK STOCKS.			
500 shares Thames National, Norwich, Conn.,	50,000.00	50,000.00	65,000.00
100 " Norwich " " "	10,000.00	10,000.00	9,000.00
250 " First " " "	25,000.00	25,000.00	22,500.00
85 " Merchants " " "	8,500.00	8,500.00	9,350.00

## MISCELLANEOUS ITEMS.

- 1 Number of depositors having \$500 or less, 6,655; total amount, \$956,335.68
- 2 Number of depositors having over \$500 and less than \$1,000, 1,705; total amount, 1,193,662.00
- 3 Number of depositors having \$1,000 and not over \$2,000, 1,477; total amount, 1,944,964.00
- 4 Number of depositors having over \$2,000 and not over \$10,000, 1,000; total amount, 3,633,792.00
- 5 Number of depositors having over \$10,000, 40; total amount, 618,003.00
- 6 Total number of depositors, 10,877; total deposits, \$8,346,756.68
- 7 Largest amount due a single depositor, \$45,329.49.
- 8 Number of accounts opened during the year, 1,649; number closed, 1,605.
- 9 Amount of income received during the year, \$466,606.31.
- 10 Amount of dividends declared during the year, \$332,721.97.
- 11 Amount deposited, including interest credited, the past year, \$1,018,725.75.
- 12 Amount withdrawn during the year, \$943,852.96.
- 13 Increase of deposits the past year, \$74,872.79.
- 14 Amount carried to profit and loss during the year, \$84,730.07.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, 2 per cent. January 15th, and July 15th.
- 18 State tax during the past year, \$19,881.80.
- 19 Total office expenses the past year, including salaries, \$14,114.60.

## THE NORWICH SAVINGS SOCIETY. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 20 Net amount of income during the year from real estate owned, \$4,195.29.
- 21 What assets, if any, yielding no income during the year, \$40,401.90.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$200,000.00.
- 24 Date of annual meeting for choice of officers, some time in June.

OFFICERS. — President, Franklin Nichols; Treasurer, Costello Lippitt; Directors or Trustees, Lucius W. Carroll, Amos W. Prentice, John A. Morgan, John Brewster, John Mitchell, Hezekiah F. Rudd, Henry Larrabee, Lucius Brown, Bela P. Learned, George R. Hyde, Asa Backus, Sidney Turner, Charles Bard.



## PEOPLES SAVINGS BANK, BRIDGEPORT.

EDWARD W. MARSH, Treasurer.

INCORPORATED, 1860.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, .	\$1,129,443.43	Whole Am't of Deposits, \$	1,995,711.76
Loans on Collateral Security, .	27,241.00	Surplus Account, . .	56,000.00
Loans on Pers'al Sec'y only, .	900.00	Interest Account, . .	38,870.39
Town, City, and Corp'n B'ds, .	453,000.00	Rent Account, . . .	555.26
Bridgeport Town Notes, .	13,500.00	Profit and Loss, . .	1,076.18
Railroad Bonds, . . .	350,785.00		
Bank Stocks in Connecticut, .	56,000.00		
Bank Stocks in other States, .	4,075.00		
Banking House, . . .	38,000.00		
Tax Account, . . .	2,186.11		
Expense Account, . . .	1,472.94		
Cash in Bank, . . .	14,769.97		
Cash on hand, . . .	840.14		
Total Assets, . . .	\$2,092,213.59	Total Liabilities, . .	\$2,092,213.59

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
Bridgeport City, 7s, 1900,	\$ 101,000.00	101,000.00	121,000.00
“ “ 5s, 1908,	52,000.00	52,000.00	55,000.00
“ Town, Court H'se, 4s, 1918,	50,000.00	50,000.00	51,500.00
Hartford Town, 4½s, 1889,	50,000.00	50,000.00	50,000.00
Norwich City, 5s, 1910,	50,000.00	50,000.00	52,000.00
Boston “ 4s, 1917,	34,000.00	34,000.00	35,500.00
Norwalk Borough, 4s, 1908,	15,000.00	15,000.00	15,000.00
Detroit City, Water, 7s, 1905,	15,000.00	15,000.00	19,000.00
Cincinnati City, 7½s, 1902,	22,000.00	22,000.00	26,000.00
“ “ 6s, 1909,	12,000.00	12,000.00	14,000.00
“ “ 7s, 1891,	10,000.00	10,000.00	10,000.00
Gloucester “ 4s, 1908,	10,000.00	10,000.00	10,000.00
Danbury Town, 5s, 1889-1893,	12,500.00	12,000.00	12,500.00
“ Borough, Water, 7s, 1892,	8,500.00	8,500.00	8,500.00
Middletown City, School Dist., 5s, 1888-1890,	6,000.00	6,000.00	6,000.00
Cleveland City, 7s, 1893,	4,000.00	4,000.00	4,000.00
Columbus “ 4s, 1905,	1,000.00	1,000.00	1,000.00
RAILROAD BONDS.			
New York Central & Hudson River, 7s, 1903,	50,000.00	60,000.00	62,500.00
Chicago & Rock Island, 6s, 1917,	50,000.00	58,000.00	60,000.00
Chicago & Tomah, 6s, 1905,	35,000.00	35,000.00	38,850.00
Buffalo, New York & Erie, 7s, 1916,	30,000.00	35,000.00	37,000.00
St. Louis, Jacksonville & Chicago, 7s, 1894,	27,000.00	27,000.00	29,000.00

## PEOPLES SAVINGS BANK, BRIDGEPORT. — CONTINUED.

## INVESTMENTS.— CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.				
Chicago & Alton,	7s, 1893, \$	26,000.00	26,000.00	28,000.00
Chicago & Milwaukee,	7s, 1898,	20,000.00	20,000.00	22,000.00
Milwaukee & Madison,	6s, 1905,	20,000.00	20,000.00	23,000.00
Southwest Pennsylvania,	7s, 1917,	15,000.00	15,000.00	18,600.00
Morris & Essex,	7s, 1914,	13,000.00	15,000.00	15,730.00
Chic., Mil. & St. Paul, Dubuque Div.,	6s, 1920,	11,000.00	12,785.00	12,785.00
Bald Eagle Valley,	6s, 1910,	8,000.00	8,000.00	9,000.00
Chicago, Burlington & Quincy,	7s, 1890,	7,000.00	7,000.00	7,000.00
Iowa Falls & Sioux City,	7s, 1917,	5,000.00	5,000.00	6,000.00
Chicago, Iowa & Nebraska,	7s, 1892,	5,000.00	5,000.00	5,600.00
Burlington & Missouri,	7s, 1893,	2,000.00	2,000.00	2,200.00
BANK STOCKS.				
150 shares	First National, Bridgeport,	15,000.00	15,000.00	26,250.00
106 "	Connecticut Nat., Bridgeport,	10,600.00	10,600.00	14,540.00
174 "	Bridgeport " " (\$50 each),	8,700.00	8,700.00	14,355.00
55 "	City " " "	5,500.00	5,500.00	7,700.00
33 "	Fairfield Co., " Norwalk,	3,300.00	3,300.00	3,300.00
30 "	National Pahquioque, Danbury,	3,000.00	3,000.00	3,600.00
10 "	Danbury National, " "	1,000.00	1,000.00	1,000.00
47 "	Merchants Nat., N. Haven (\$50 each),	2,350.00	2,350.00	2,820.00
2 "	Second " " "	200.00	200.00	270.00
53 "	Waterbury " Waterbury (\$50 each),	2,650.00	2,650.00	4,550.00
20 "	Meriden " Meriden,	2,000.00	2,000.00	2,700.00
17 "	Birmingham Nat., Birmingham,	1,700.00	1,700.00	2,700.00
30 "	Fourth " New York,	3,000.00	3,000.00	3,900.00
27 "	Mechanics, " " (\$25 each),	675.00	675.00	1,010.00
4 "	Mercantile, " " "	400.00	400.00	500.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	4,219; total amount,	\$669,939.30
2	Number of depositors having over \$500 and less than \$1,000,	753; total amount,	519,442.78
3	Number of depositors having \$1,000 and not over \$2,000,	497; total amount,	735,094.74
4	Number of depositors having over \$2,000 and not over \$10,000,	30; total amount,	71,234.94
6	Total number of depositors,	5,499; total deposits,	\$1,995,711.76
7	Largest amount due a single depositor,	\$5,255.95.	
8	Number of accounts opened during the year,	1,062; number closed,	814.
9	Amount of income received during the year,	\$110,652.43.	
10	Amount of dividends declared during the year,	\$82,108.38.	
11	Amount deposited, including interest credited, the past year,	\$603,238.33.	
12	Amount withdrawn during the year,	\$465,508.51.	

## PEOPLES SAVINGS BANK, BRIDGEPORT. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 13 Increase of deposits the past year, \$137,729.82.
- 14 Amount carried to surplus or profit and loss during the year, \$119.49 net.  
(\$2,000.00 carried to Surplus.)
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year,  $4\frac{1}{2}$  per cent.; when paid, January 1st and July 1st.
- 18 State tax during the past year, \$4,372.21.
- 19 Total office expenses the past year, including salaries, \$5,138.95.
- 20 Net amount of income during the year from real estate owned, \$1,106.81.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$35,000.00.
- 24 Date of annual meeting for choice of officers, second Monday in July.

OFFICERS. — President, George B. Waller; Vice-Presidents, 1st, Wm. E. Seeley, 2d, S. W. Baldwin; Treasurer, Edward W. Marsh; Directors or Trustees, D. W. Kissam, Eli C. Smith, Edward R. Ives, F. A. Bartram, Enoch P. Hincks, Elbert E. Hubbell, L. N. Van Keuren, W. H. Rockwell, Henry Atwater, Asa S. Parsons.



## PEOPLE'S SAVINGS BANK, PAWCATUCK.

(P. O., Westerly, R. I.)

J. A. BROWN, Treasurer.

INCORPORATED, 1886.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, .	\$39,450.00	Whole Amount of Deposits, .	\$41,263.65
Bank Stocks in Connecticut, .	400.00	Surplus Account, . . .	100.00
Cash in Bank, . . . .	2,217.46	Profit and Loss, . . . .	200.18
Cash on hand, . . . .	370.70	Fourth Dividend Payable, .	874.33
Total Assets, . . . .	\$42,438.16	Total Liabilities, . . . .	\$42,438.16

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.			
8 shares Pawcatuck National, . . . . \$	400.00	400.00	440.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	148; total amount,	\$14,686.88
2	Number of depositors having over \$500 and less than \$1,000, . . . .	10; total amount,	6,395.52
3	Number of depositors having \$1,000 and not over \$2,000, . . . .	9; total amount,	9,275.10
4	Number of depositors having over \$2,000 and not over \$10,000, . . . .	4; total amount,	10,906.15
6	Total number of depositors, . . . .	171; total deposits,	\$41,263.65
7	Largest amount due a single depositor, \$3,136.45.		
8	Number of accounts opened during the year, 85; number closed, 15.		
9	Amount of income received during the year, \$1,901.51.		
10	Amount of dividends declared during the year, \$1,430.15.		
11	Amount deposited, including interest credited, the past year, \$21,726.83.		
12	Amount withdrawn during the year, \$6,673.46.		
13	Increase of deposits the past year, \$15,053.37.		
14	Amount carried to surplus or profit and loss during the year, \$18.19.		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 5 per cent.; when paid, April 1st and October 1st.		
18	State tax during the past year, \$——.		
19	Total office expenses the past year, including salaries, \$262.		
20	Net amount of income during the year from real estate owned, none owned.		

## PEOPLE'S SAVINGS BANK, PAWCATUCK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 21 \* What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company,\* society, or corporation,  
\$11,000.
- 24 Date of annual meeting for choice of officers, first Monday in January.

OFFICERS. — President, Peleg S. Barber; Treasurer, J. A. Brown; Directors or Trustees, P. S. Barber, C. B. Cottrell, Jr., James S. Brown, F. E. Rich, Charles Perrin, Charles H. Brown, C. H. Browning, Peleg Clarke, A. A. Crandall.

## PEOPLE'S SAVINGS BANK, ROCKVILLE.

E. S. HENRY, Treasurer.

INCORPORATED, 1870.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$161,561.00	Whole Amount of Deposits, \$316,223.80	
Loans on Collateral Security, . . .	3,000.00	Surplus Account, . . .	4,400.00
Loans on Pers'l Secur'y only, . . .	34,613.38	Interest Account, . . .	10,566.33
Town, City, and Corp. Bonds, . . .	23,020.00		
Railroad Bonds, . . .	5,000.00		
Bank Stocks in Connecticut, . . .	77,792.00		
Bank Stocks in other States, . . .	12,500.00		
Tax Account, . . .	336.54		
Expense Account, . . .	252.11		
Safe and Office Fixtures, . . .	1,000.00		
Cash in Bank, . . .	11,736.69		
Cash on hand, . . .	378.41		
Total Assets, . . .	\$331,190.13	Total Liabilities, . . .	\$331,190.13

## INVESTMENTS.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET. VALUE.
TOWN, CITY, AND CORPORATION BONDS.				
Town of Hartford, . . .	4½s, . . . . \$	2,000.00	2,000.00	2,000.00
City of Norwich, . . .	5s, . . . .	1,000.00	1,080.00	1,000.00
Borough of Willimantic, . . .	4s, . . . .	10,000.00	10,000.00	10,000.00
City of Dayton, Ohio, . . .	4s, . . . .	5,000.00	4,940.00	5,000.00
Town of Bristol, . . .	4s, . . . .	5,000.00	5,000.00	5,000.00
RAILROAD BONDS.				
Chicago & Milwaukee, . . .	5s, . . . .	5,000.00	5,000.00	5,000.00
BANK STOCKS.				
237 shares First National, Rockville,		23,700.00	29,874.00	33,180.00
173 " Rockville " "		17,300.00	19,948.00	21,625.00
35 " First " Stafford,		3,500.00	3,500.00	3,500.00
60 " " " Willimantic,		6,000.00	6,530.00	7,500.00
40 " " " Hartford,		4,000.00	5,650.00	4,000.00
7 " City Bank, " "		700.00	700.00	700.00
20 " Aetna National " "		2,000.00	2,500.00	2,000.00
20 " Charter Oak, " "		2,000.00	2,960.00	2,100.00
19 " Farm. & Mechanics Nat'l, " "		1,900.00	2,368.00	1,900.00



## PEOPLE'S SAVINGS BANK, ROCKVILLE.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.—CONTINUED.						
10 shares	Mercantile National,	Hartford,	\$	1,000.00	1,170.00	1,000.00
50 "	Fourth "	New York,		5,000.00	6,500.00	6,500.00
50 "	Continental "	"		5,000.00	6,000.00	6,000.00
6 "	Hartford Trust Co.,	Hartford,		600.00	600.00	750.00
16 "	Connecticut "	"		1,600.00	1,992.00	2,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	802; total amount,	\$105,541.63
2	Number of depositors having over \$500 and less than \$1,000,	96; total amount,	52,831.15
3	Number of depositors having \$1,000 and not over \$2,000,	67; total amount,	88,985.68
4	Number of depositors having over \$2,000 and not over \$10,000,	23; total amount,	68,865.34
6	Total number of depositors,	988; total deposits,	\$316,223.80
7	Largest amount due a single depositor,	\$5,100.	
8	Number of accounts opened during the year,	180; number closed,	148.
9	Amount of income received during the year,	\$16,106.22.	
10	Amount of dividends declared during the year,	\$11,703 04.	
11	Amount deposited, including interest credited, the past year,	\$92,221.87.	
12	Amount withdrawn during the year,	\$79,631.58.	
13	Increase of deposits the past year,	\$12,590.29.	
14	Amount carried to surplus or profit and loss during the year,	\$840.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year,	4 per cent.; when paid, January and July.	
18	State tax during the past year,	\$659.33.	
19	Total office expenses the past year, including salaries,	\$1,332.26.	
20	Net amount of income during the year from real estate owned, none owned.		
21	What assets, if any, yielding no income during the year,	none.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$18,000.00.	
24	Date of annual meeting for choice of officers,	in July.	

OFFICERS. — President, George M. Paulk; Treasurer, E. S. Henry; Directors or Trustees, Cyrus Winchell, E. S. Henry, George M. Paulk, R. G. Hall, E. C. Chapman, A. S. Belding, C. Fitton, Samuel Fitch, Asaph McKinney, Robert Patton, Fred Walker, W. H. Prescott, Henry Adams.

## PUTNAM SAVINGS BANK.

JEROME TOURTELLOTTE, Treasurer.

INCORPORATED, 1862.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$345,165.00	Whole Am't of Deposits, . .	\$1,079,137.69
Loans on Collateral Security, . .	63,050.50	Surplus Account, . . .	26,000.00
Loans on Pers'l Sec'ty only, . .	1,800.00	Interest Account, . . .	25,590.26
Town, City, and Corp. Bonds, . .	170,000.00	Profit and Loss, . . .	1,802.77
Town, City, and Borough Notes and Orders, . . .	71,700.00		
School Dist. Notes and Orders, . .	8,762.00		
Railroad Bonds, . . .	291,900.00		
Bank Stocks in Connecticut, . .	56,500.00		
Bank Stocks in other States, . .	6,700.00		
Real Estate by Foreclosure, . .	43,425.00		
Safe and fixtures, . . .	1,500.00		
Cash in Bank, . . .	67,423.06		
Cash on hand, . . .	4,605.16		
Total Assets, . . .	\$1,132,530.72	Total Liabilities, . . .	\$1,132,530.72

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Putnam, . . . . . \$	67,500.00	67,500.00	67,500.00
Fire District Putnam, . . . . .	4,200.00	4,200.00	4,200.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Fifth School District of Putnam, . . . .	6,064.00	6,064.00	6,064.00
Sixth " " " " " " " " " " " " " "	2,698.00	2,698.00	2,698.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Portland, Conn., 6s, 1890,	30,000.00	30,000.00	30,900.00
City of Cincinnati, Ohio, 7 <sup>3</sup> / <sub>10</sub> s, 1902-1906,	25,000.00	30,000.00	32,500.00
" Dayton, " 4s, 1898-1902,	31,000.00	31,000.00	31,750.00
" Cleveland, " 6s, 1890,	10,000.00	10,000.00	10,000.00
" Columbus, " 4s, 1892,	25,000.00	25,000.00	25,250.00
Borough of Willimantic, Conn., 4s, 1899,	44,000.00	44,000.00	45,000.00
RAILROAD BONDS.			
Chicago, Milwaukee & St. Paul:			
Wisconsin Valley Division, 7s, 1909, . .	15,000.00	17,000.00	18,700.00
Dubuque " 6s, 1920, . . .	10,000.00	11,000.00	11,400.00
Mineral Point " 5s, 1910, . . .	30,000.00	30,000.00	30,150.00
Southwestern " 6s, 1909, . . .	20,000.00	20,000.00	22,000.00
Chicago & Northwestern:			
Madison Extension, 7s, 1911, . . .	20,000.00	24,000.00	24,400.00
Milwaukee & Madison, 6s, 1905, . . .	25,000.00	29,000.00	30,000.00
Northwestern Union, Gold, 7s, 1907, . .	50,000.00	62,500.00	65,000.00
Shamokin Valley & Pottsville, 7s, 1901, . .	10,000.00	12,000.00	12,500.00

## PUTNAM SAVINGS BANK. — CONTINUED.

## INVESTMENTS — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.				
Joliet & Northern Indiana,	7s, 1907, . . . \$	20,000.00	20,000.00	25,000.00
Ottumwa & Cedar Falls,	5s, 1909, . . .	20,000.00	20,000.00	21,000.00
Greene,	7s, 1902, . . .	10,000.00	11,500.00	12,500.00
Delaware & Bound Brook,	7s, 1905, . . .	20,000.00	24,900.00	26,000.00
Mineral Range,	8s, 1888, . . .	10,000.00	10,000.00	10,000.00
BANK STOCKS.				
4 shares City Bank of Hartford,	. . .	400.00	400.00	400.00
50 " First National, Norwich,	. . .	5,000.00	5,000.00	4,000.00
154 " Uncas " " . . .	. . .	7,700.00	7,700.00	7,700.00
100 " Thames " " . . .	. . .	10,000.00	10,000.00	13,000.00
106 " Norwich " " . . .	. . .	10,600.00	10,600.00	10,000.00
228 " First " Putnam, . . .	. . .	22,800.00	22,800.00	29,640.00
67 " Central " New York City,	. . .	6,700.00	6,700.00	8,710.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,817; total amount,	\$373,870.41
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	384; total amount,	258,477.40
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	215; total amount,	282,926.48
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	52; total amount,	163,863.40
6	Total number of depositors, . . . . .	3,468; total deposits,	\$1,079,137.69
7	Largest amount due a single depositor,	\$8,308.97.	
8	Number of accounts opened during the year, 627; number closed, 469.		
9	Amount of income received during the year,	\$56,824.37.	
10	Amount of dividends declared during the year,	\$39,624.06.	
11	Amount deposited, including interest credited, the past year,	\$286,867.68.	
12	Amount withdrawn during the year,	\$239,205.86.	
13	Increase of deposits the past year,	\$47,661.82.	
14	Amount carried to surplus or profit and loss during the year,	\$3,000.00.	
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 4 per cent.; when paid, October and April.		
18	State tax during the past year,	\$2,295.76.	
19	Total office expenses the past year, including salaries,	\$2,025.26.	
20	Net amount of income during the year from real estate owned,	\$2,446.41.	
21	What assets, if any, yielding no income during the year, \$10,000.00 — Mineral Range Bonds.		
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$24,000.00.		
24	Date of annual meeting for choice of officers, third Monday in July.		

OFFICERS. — President, John H. Gardner; Treasurer, Jerome Tourtellotte; Directors or Trustees, J. H. Gardner, G. W. Phillips, O. H. Perry, C. M. Fenner, C. P. Grosvenor, Z. A. Ballard, J. A. Carpenter, G. W. Holt, Jr., A. Houghton.



## RIDGEFIELD SAVINGS BANK.

D. S. SHOLES, Treasurer.

INCORPORATED, 1871.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$88,267.50	Whole Am't of Deposits,	\$141,352.12
Loans on Pers'al Sec'ty only,	28,512.18	Surplus Account,	6,025.00
Town Notes,	9,000.00	Interest Account,	1,599.18
Bank Stocks in Connecticut,	7,860.25		
Real Estate by Foreclosure,	7,515.90		
Expense Account,	282.08		
Cash in Bank,	7,201.37		
Cash on hand,	337.02		
Total Assets,	\$148,976.30	Total Liabilities,	\$148,976.30

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.			
50 shares First National Bank, Meriden, . . . \$	5,000.00	5,850.00	6,500.00
17 " Fairfield County Nat. Bank, Norwalk,	1,700.00	2,010.25	1,700.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	785; total amount,	\$54,075.99
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	40; total amount,	26,745.71
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	32; total amount,	43,783.92
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	7; total amount,	16,746.50
6	Total number of depositors, . . . . .	864; total deposits,	\$141,352.12
7	Largest amount due a single depositor,	\$4,000.00.	
8	Number of accounts opened during the year,	94; number closed,	66.
9	Amount of income received during the year,	\$7,147.12.	
10	Amount of dividends declared during the year,	\$4,976.91.	
11	Amount deposited, including interest credited, the past year,	\$57,395.23.	
12	Amount withdrawn during the year,	\$43,919.57.	
13	Increase of deposits the past year,	\$13,475.66.	
14	Amount carried to surplus or profit and loss during the year,	\$900.00.	
15	Amount of paper past due,	\$223.27.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year,	4 per cent.; when paid, in January and July.	
18	State tax during the past year,	\$200.37.	
19	Total office expenses the past year, including salaries,	\$656.40.	

## RIDGEFIELD SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.—CONTINUED.

- 20 Net amount of income during the year from real estate owned, none.
- 21 What assets, if any, yielding no income during the year, Real Estate, \$7,515.90.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$15,100.00.
- 24 Date of annual meeting for choice of officers, last Saturday in July.

OFFICERS. — President, Lewis H. Bailey; Treasurer, D. Smith Sholes; Directors or Trustees, L. H. Bailey, W. H. Beers, E. J. Couch, D. L. Adams, Simon Couch, Howard E. Mead, E. G. Northrop, C. B. Northrop, J. L. Dauchy, Samuel M. Northrop, J. S. Keeler, S. S. Hurlbutt, D. S. Sholes.

## SALISBURY SAVINGS SOCIETY.

THOS. L. NORTON, Treasurer.

INCORPORATED, 1848.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$160,100.77	Whole Am't of Deposits, . . .	\$537,813.01
Loans on Collateral Security, . . .	13,800.00	Surplus Account, . . .	10,000.00
Loans on Pers'al Sec'ty only, . . .	128,155.27	Interest Account, . . .	13,296.93
Town, City, and Corp. Bonds, . . .	105,562.50		
Sharon Town Notes & Orders, . . .	4,977.36		
Railroad Bonds, . . .	34,212.50		
Railroad Stocks, . . .	290.00		
Bank Stocks in Connecticut, . . .	49,435.00		
Real Estate by Foreclosure, . . .	32,596.82		
Banking House, . . .	6,000.00		
Premium Account, . . .	2,255.37		
Furniture Account, . . .	3,957.46		
Cash in Bank, . . .	4,615.86		
Cash on hand, . . .	15,151.03		
Total Assets, . . .	\$561,109.94	Total Liabilities, . . .	\$561,109.94

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD STOCKS.			
3 shares Berkshire, . . . . .	\$ 300.00	290.00	324.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Salisbury, 4½s, 1889, . . .	35,000.00	35,000.00	35,000.00
City of Cincinnati, O., 6s, 1900, . . .	11,000.00	12,760.00	12,650.00
“ “ “ 5s, 1910, . . .	5,000.00	5,675.00	5,700.00
“ Cleveland, O., 6s, 1896, . . .	7,000.00	8,120.00	7,840.00
“ Chicago, Ill., 7s, 1895, . . .	10,000.00	12,500.00	11,170.00
“ St. Louis, Mo., 6s, 1895, . . .	5,000.00	5,775.00	5,550.00
“ “ Park, 6s, 1905, . . .	15,000.00	18,112.50	18,300.00
“ Milwaukee, 7s, 1902, . . .	6,000.00	7,620.00	6,300.00
RAILROAD BONDS.			
New York & Harlem, 7s, 1900, . . .	10,000.00	13,000.00	13,400.00
Chic., Mil. & St. Paul, 5s, 1921, C. & Pac. W. Div., . . .	5,000.00	5,325.00	5,200.00
“ “ “ 5s, 1926, . . .	10,000.00	10,000.00	10,000.00
Kansas City, Lawrence & Southern, 6s, 1909, . . .	5,000.00	5,887.50	5,570.00
BANK STOCKS.			
135 shares National Iron, Falls Village, . . .	13,500.00	14,960.00	16,200.00
9 “ Phoenix National, Hartford, . . .	900.00	1,050.00	1,050.00
100 “ First “ Norwich, . . .	10,000.00	11,500.00	9,000.00
30 “ Merchants “ “ . . .	3,000.00	3,000.00	3,000.00
65 “ Uncas, “ “ . . .	3,250.00	3,937.50	3,672.50



## SALISBURY SAVINGS SOCIETY. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR . VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS. — CONTINUED.			
50 shares Pequonnoek Nat'l, Bridgeport, . . \$	5,000.00	6,300.00	6,000.00
50 " Nat'l Bank of Com., New London, . .	5,000.00	6,187.50	5,900.00
20 " Nat'l Pahquioque, Danbury, . .	2,000.00	2,500.00	2,480.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,300; total amount,	\$157,813.01
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	215; total amount,	130,000.00
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	100; total amount,	125,000.00
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	75; total amount,	125,000.00
6	Total number of depositors, . . . . .	1,690; total deposits,	\$537,813.01
7	Largest amount due a single depositor, \$10,000.00.		
8	Number of accounts opened during the year, 280; number closed, 190.		
9	Amount of income received during the year, \$26,049.12.		
10	Amount of dividends declared during the year, \$20,514.28.		
11	Amount deposited, including interest credited, the past year, \$111,676.22.		
12	Amount withdrawn during the year, \$90,476.92.		
13	Increase of deposits the past year, \$21,199.30.		
14	Amount carried to surplus or profit and loss during the year, \$2,167.63.		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 4 per cent.; when paid, April 1st and Oct. 1st.		
18	State tax during the past year, \$1,009.60.		
19	Total office expenses the past year, including salaries, \$1,800.40.		
20	Net amount of income during the year from real estate owned, \$1,980.65.		
21	What assets, if any, yielding no income during the year, \$10,000.00.		
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$15,000.00.		
24	Date of annual meeting for choice of officers, in July.		

OFFICERS. — President, George B. Burrall; Treasurer, Thos. L. Norton; Directors or Trustees, S. S. Robbins, D. Allyn, E. Eggleston, Wm. Kane, Henry Hubbard.

## THE SAVINGS BANK OF ANSONIA.

FRANKLIN BURTON, Treasurer.

INCORPORATED, 1862.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$553,288.00	Whole Amount of Deposits,	\$888,461.75
Loans on Collateral Security,	67,741.66	Surplus Account,	18,742.79
Loans on Personal Sec'y only,	84,220.00	Interest Account,	9,289.13
Town, City, and Corp. Bonds,	1,000.00	Rent Account,	165.00
Town, City, and Borough Notes and Orders,	16,991.34		
School Dist. Notes & Orders,	2,400.00		
Railroad Bonds,	29,000.00		
Bank Stocks in Connecticut,	68,800.00		
Bank Stocks in other States,	52,000.00		
Real Estate by Foreclosure,	26,488.22		
Tax Account,	1,103.50		
Insurance Account,	11.25		
Expense Account,	661.46		
Cash in Bank,	10,613.01		
Cash on hand,	2,340.23		
Total Assets,	\$916,658.67	Total Liabilities,	\$916,658.67

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
First Ecclesiastical Society, Ansonia, Conn., . \$	1,500.00	1,500.00	1,500.00
West Ansonia Fire District, West Ansonia, Ct.,	458.00	458.00	458.00
Borough of Birmingham, Conn., . . .	12,700.00	12,700.00	12,700.00
Town of Naugatuck, Conn., . . . .	2,333.34	2,333.34	2,333.34
SCHOOL DISTRICT NOTES AND ORDERS.			
Fifth School District of Derby, Conn., . .	2,400.00	2,400.00	2,400.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Hartford, Conn., 4½s, 1904.	1,000.00	1,000.00	1,010.00
RAILROAD BONDS.			
Chicago, Mil. & St. Paul R. R. Co.:—			
Southwestern Division, . . . 6s, 1909,	7,000.00	7,000.00	7,980.00
Mineral Point Division, . . . 5s, 1910,	2,000.00	2,000.00	2,040.00
Dubuque Division, . . . . 6s, 1920,	10,000.00	10,000.00	11,500.00
Chicago & Northwestern R. R. Co.:—			
Tomah Division, . . . . 6s, 1905,	5,000.00	5,000.00	5,850.00
Madison Extension, . . . . 7s, 1911,	5,000.00	5,000.00	6,150.00

## THE SAVINGS BANK OF ANSONIA. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
278	shares Ansonia National, Ansonia, Conn.,	\$ 13,900.00	13,900.00	18,904.00
70	“ Birmingham “ Birmingham, “	7,000.00	7,000.00	11,970.00
140	“ Merchants “ New Haven, “	7,000.00	7,000.00	7,980.00
80	“ Yale “ “ “	8,000.00	8,000.00	9,200.00
500	“ N. Hav'n Co. “ “ “	5,000.00	5,000.00	6,000.00
100	“ First “ Norwich, “	10,000.00	10,000.00	10,000.00
16	“ Merchants “ “ “	1,600.00	1,600.00	1,680.00
50	“ First “ Hartford, “	4,000.00	4,000.00	4,000.00
30	“ Pequonnoek “ Bridgeport, “	3,000.00	3,000.00	3,450.00
93	“ Nat. B'k of Norwalk, Norwalk, “	9,300.00	9,300.00	9,858.00
50	“ Hanover National, N. Y. City,	5,000.00	5,000.00	10,000.00
100	“ Merchants Exchange, “ “	5,000.00	5,000.00	6,000.00
50	“ Central National, “ “	5,000.00	5,000.00	6,500.00
70	“ Nat. Shoe & Leather, “ “	7,000.00	7,000.00	10,430.00
125	“ Tradesmens' Nat'l, “ “	5,000.00	5,000.00	5,150.00
50	“ Nat. B'k of Commerce, “ “	5,000.00	5,000.00	8,500.00
100	“ Western National, “ “	10,000.00	10,000.00	9,500.00
50	“ Fourth, “ “	5,000.00	5,000.00	6,900.00
50	“ American Exc., “ “	5,000.00	5,000.00	7,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,901; total amount, \$289,834.06
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	304; total amount, 224,133.37
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	174; total amount, 227,745.47
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	54; total amount, 146,748.85
6	Total number of depositors, . . . . .	3,433; total deposits, \$888,461.75
7	Largest amount due a single depositor, \$4,688.53.	
8	Number of accounts opened during the year, 930; number closed, 624.	
9	Amount of income received during the year, \$41,726.87.	
10	Amount of dividends declared during the year, \$33,105.57.	
11	Amount deposited, including interest credited, the past year, \$306,707.56.	
12	Amount withdrawn during the year, \$270,955.54.	
13	Increase of deposits the past year, \$35,752.02.	
14	Amount charged to surplus or profit and loss during the year, \$11,142.99.	
15	Amount of paper past due, \$1,000.	
16	Amount of paper charged off the past year, none.	
17	Rate of dividend the last year, 4 per cent.; when paid, January and July.	
18	State tax during the past year, \$1,996.50.	
19	Total office expenses the past year, including salaries, \$3,052.70.	
20	Net amount of income during the year from real estate owned, \$591.67.	
21	What assets, if any, yielding no income during the year, \$1,000.	



## THE SAVINGS BANK OF ANSONIA.—CONTINUED.

## MISCELLANEOUS ITEMS.—CONTINUED.

- 22 Are all loans upon real estate secured by first mortgage? They are to the best of my knowledge.
- 23 Largest amount loaned to one individual company, society, or corporation, \$25,000.00.
- 24 Date of annual meeting for choice of officers, third Monday in July.

OFFICERS.—President, William B. Bristol; Vice-President, Thomas Wallace; Treasurer, Franklin Burton; Directors or Trustees, Lockwood Hotchkiss, Henry J. Smith, Jonah C. Platt, Hobart Sperry, Dana Bartholomew, A. H. Bartholomew, Egbert Bartlett, James Swan, George E. Lindley.

## SAVINGS BANK OF DANBURY.

HENRY C. RYDER, Treasurer.

INCORPORATED, 1849.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . \$1,169,217.45	Whole Am't of Deposits, . \$2,103,448.63
Loans on Collateral Security, 29,275.00	Surplus Account, . 125,000.00
Loans on Pers'al Sec'ty only, 69,464.90	Interest Account, . 15,279.92
Town, City, and Corp'n B'ds, 169,958.75	Profit and Loss, . 26,239.49
Town, City, and Borough Notes and Orders, . 105,200.00	
School Dist. Notes and Orders, 5,250.00	
Railroad Bonds, . 486,570.00	
Bank Stocks in Connecticut, 38,646.50	
Bank Stocks in other States, 28,838.63	
Real Estate by Foreclosure, 116,934.46	
Banking House, . 16,000.00	
Interest due, . 14,694.72	
Cash in Bank, . 7,368.93	
Cash on hand, . 12,548.70	
Total Assets, . \$2,269,968.04	Total Liabilities, . \$2,269,968.04

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Borough of Danbury, . . . . \$	94,000.00	94,000.00	94,000.00
Town of Danbury, . . . .	11,200.00	11,200.00	11,200.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Center School District of Danbury, . . .	3,000.00	3,000.00	3,000.00
South Center School Dist., " . . .	2,250.00	2,250.00	2,250.00
TOWN, CITY, AND CORPORATION BONDS.			
Borough of Danbury, 7s, 1889, .	1,500.00	1,500.00	1,530.00
Town of Portland, Conn., 6s, 1890, .	25,000.00	23,344.00	25,500.00
City of Cincinnati, Ohio, 7s, 1891, .	14,000.00	14,730.00	14,840.00
" " 7 <sup>3</sup> / <sub>10</sub> s, 1902-1906, .	24,000.00	28,155.00	31,400.00
" " 6s, 1906, .	16,000.00	18,140.00	19,000.00
" Cleveland, " 7s, 1889-1892, .	3,000.00	3,060.00	3,120.00
" Chicago, Ill., 7s, 1889-1895, .	40,000.00	42,029.75	44,160.00
" Milwaukee, Wis., 7s, 1902, .	34,000.00	34,000.00	37,400.00
" " " 7s, 1901, .	5,000.00	5,000.00	6,000.00
RAILROAD BONDS.			
Atchison, Topeka & Santa Fé, 7s, 1899, .	10,000.00	12,000.00	12,000.00
" " " L. G., 7s, 1900, .	10,000.00	11,900.00	11,900.00
Bald Eagle Valley, 6s, 1910, .	10,000.00	10,850.00	11,350.00
Buffalo, N. Y. & Erie, 7s, 1916, .	14,000.00	18,725.00	19,180.00

## SAVINGS BANK OF DANBURY.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.—CONTINUED.			
Chic., Mil., & St. Paul, Dubuque Div., 6s, 1920, \$	10,000.00	11,475.00	11,400.00
“ “ La Crosse “ 7s, 1893,	20,000.00	22,000.00	22,400.00
“ “ C. & M. “ 7s, 1903,	10,000.00	11,900.00	12,400.00
“ “ So. West'n “ 6s, 1909,	5,000.00	5,700.00	5,600.00
Chic. & Mil., Chic. & Northwest, 7s, 1898,	10,000.00	12,000.00	12,000.00
“ “ Northwest, Menominee, 7s, 1911,	10,000.00	11,700.00	13,600.00
“ “ “ Madison Ext., 7s, 1911,	5,000.00	6,675.00	6,650.00
“ “ Northwestern Union, 7s, 1917,	15,000.00	17,700.00	20,400.00
“ “ Southwest, 7s, 1899,	10,000.00	11,600.00	12,300.00
“ “ Tomah, 6s, 1905,	3,000.00	3,480.00	3,480.00
Cleveland & Mahoning, 7s, 1893,	26,500.00	28,000.00	29,150.00
Columbus & Xenia, 7s, 1890,	4,000.00	4,000.00	4,200.00
Delaware & Bound Brook, 7s, 1905,	7,000.00	9,010.00	9,240.00
Delaware & Hudson Canal Co., 7s, 1894,	12,000.00	13,500.00	13,680.00
Green Railroad, 7s, 1902,	30,000.00	34,075.00	37,200.00
Iowa Falls & Sioux City, 7s, 1917,	20,000.00	26,200.00	26,200.00
Maple River, 7s, 1897,	9,000.00	10,530.00	10,440.00
Milwaukee & Madison, 6s, 1905,	15,000.00	15,300.00	17,100.00
Morris & Essex, 7s, 1914,	20,000.00	26,700.00	28,800.00
New York Central & Hudson River, 7s, 1903,	40,000.00	47,650.00	53,600.00
Sandusky, Dayton & Cincinnati, 6s, 1900,	1,000.00	650.00	1,000.00
Sharon, Penn., 7s, 1890,	15,000.00	15,000.00	15,300.00
South West Penn., 7s, 1917,	10,000.00	12,000.00	13,700.00
St. Louis, Jacksonville & Chicago, 7s, 1894,	50,000.00	52,750.00	57,000.00
Wisconsin Valley, 7s, 1909,	20,000.00	23,500.00	25,200.00
BANK STOCKS.			
250 shares Danbury National, . . . . .	25,000.00	31,316.50	31,500.00
32 “ National Pabquoque, Danbury, . . . . .	3,200.00	3,600.00	4,000.00
16 “ “ Bank of Norwalk, . . . . .	1,600.00	1,600.00	1,760.00
15 “ Phoenix National of Hartford, . . . . .	1,500.00	2,130.00	2,130.00
75 “ Ninth “ New York, . . . . .	7,500.00	6,750.00	9,900.00
68 “ Central “ “ . . . . .	6,800.00	6,528.00	8,976.00
100 “ Bank of No. America, “ . . . . .	7,000.00	6,300.00	10,080.00
188 “ Phenix National, “ . . . . .	3,760.00	3,060.63	4,888.00
30 “ Nassau, “ . . . . .	1,500.00	1,200.00	2,325.00
50 “ Western “ “ . . . . .	5,000.00	5,000.00	4,700.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	4,790; total amount, \$622,207.38
2	Number of depositors having over \$500 and less than \$1,000,	674; total amount, 464,668.60
3	Number of depositors having \$1,000 and not over \$2,000,	412; total amount, 554,941.42
4	Number of depositors having over \$2,000 and not over \$10,000,	163; total amount, 461,631.23
6	Total number of depositors, . . . . .	6,039; total deposits, \$2,103,448.63



## SAVINGS BANK OF DANBURY. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 7 Largest amount due a single depositor, \$6,848.60.
- 8 Number of accounts opened during the year, 911; number closed, 583.
- 9 Amount of income received during the year, \$101,128.79.
- 10 Amount of dividends declared during the year, \$78,027.58.
- 11 Amount deposited, including interest credited, the past year, \$664,535.42.
- 12 Amount withdrawn during the year, \$578,790.44.
- 13 Increase of deposits the past year, \$85,744.98.
- 14 Amount carried to surplus or profit and loss during the year, none.
- 15 Amount of paper past due, \$1,500.00.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the past year, 4 per cent.; when paid, April 1st and Oct. 1st.
- 18 State tax during the past year, \$4,502.60.
- 19 Total office expenses the past year, including salaries, \$4,573.07.
- 20 Net amount of income during the year from real estate owned, \$3,610.27.
- 21 What assets, if any, yielding no income during the year, \$37,531.27.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$34,900.00.
- 24 Date of annual meeting for choice of officers, June.

OFFICERS.—President, Frederick S. Wildman; Treasurer, Henry C. Ryder; Directors or Trustees, Frederick S. Wildman, William Jabine, James Osborn, George Raymond, Alfred N. Wildman, Edgar S. Tweedy, John W. Bacon, Lyman D. Brewster, John Tweedy, Henry C. Ryder.

## THE SAVINGS BANK OF NEW BRITAIN.

W. F. WALKER, Treasurer.

INCORPORATED, 1862.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$949,571.00	Whole Am't of Deposits, \$1,798,065.63
Loans on Collateral Security, 149,642.75	Surplus Account, . . . 52,000.00
Loans on Pers'l Sec'ty only, 53,265.00	Interest Account, . . . 25,895.54
United States Bonds, 30,700.00	Rent Account, . . . 413.75
Town, City, and Corp. B'ds, 217,000.00	Profit and Loss Account, . 2,292.88
Railroad Bonds, . . . 221,500.00	
Bank Stocks in Connecticut, 152,700.00	
Bank Stocks in other States, 44,600.00	
Real Estate by Foreclosure, 8,433.32	
Banking House, . . . 20,000.00	
Tax Account, . . . 549.54	
Insurance Account, . . 104.02	
Expense Account, . . . 1,230.89	
Cash in Bank, . . . 25,751.58	
Cash on hand, . . . 3,619.70	
Total Assets, . . . \$1,878,667.80	Total Liabilities, . \$1,878,667.80

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4½s of 1891, Coupon, . . . . . \$	10,000.00	10,000.00	10,600.00
4s of 1907, Registered, . . . . .	500.00	500.00	625.00
4s of 1907, Coupon, . . . . .	20,200.00	20,200.00	25,250.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Hartford, 4½s, 1905, . . .	7,000.00	7,000.00	7,210.00
“ New Britain, 7s, 1894, . . .	34,000.00	34,000.00	39,000.00
City of New Britain, 7s, 1892-1898, . .	26,000.00	26,000.00	30,000.00
“ “ 4s, 1908, . . .	35,000.00	35,000.00	35,700.00
“ “ 4s, 1899, . . .	15,000.00	15,000.00	15,300.00
“ Boston, Mass., 4s, 1910, . . .	20,000.00	20,000.00	20,800.00
“ Cincinnati, Ohio, 6s, 1906, . . .	14,000.00	14,000.00	16,500.00
“ “ 6s, 1909, . . .	16,000.00	16,000.00	19,000.00
“ Chicago, Ill., 7s, 1890-1899, . .	25,000.00	25,000.00	27,500.00
“ St. Louis, Mo., 6s, 1905, . . .	20,000.00	20,000.00	23,500.00
“ Milwaukee, Wis., 7s, 1902, . . .	5,000.00	5,000.00	5,500.00
RAILROAD BONDS.			
New York, Providence & Boston, 4s, 1901,	10,000.00	10,000.00	10,200.00
New York Central & Hudson River, 7s, 1903,	20,000.00	20,000.00	26,000.00
Chic. & N. West., Madison Ex., 7s, 1911,	5,000.00	5,000.00	6,500.00
“ “ Menominee Ex., 7s, 1911,	5,000.00	5,000.00	6,500.00
“ “ N. W. Union, 7s, 1917,	40,000.00	40,000.00	54,400.00

## THE SAVINGS BANK OF NEW BRITAIN.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.—CONTINUED.			
Green (guar. by Del., Lack. & West.), 7s, 1902, \$	25,000.00	25,000.00	31,000.00
Chic., Mil. & St. P., Chic. & Mil. Div., 7s, 1903,	10,000.00	10,000.00	12,000.00
“ “ “ Mineral P't Div., 5s, 1910,	10,000.00	10,000.00	10,100.00
“ “ “ Wis. Valley Div., 7s, 1909,	11,500.00	11,500.00	14,000.00
“ “ “ Dubuque Div., 6s, 1920,	10,000.00	10,000.00	11,300.00
“ “ “ So. West. Div., 6s, 1909,	5,000.00	5,000.00	5,750.00
Delaware & Bound Brook, 7s, 1905,	20,000.00	20,000.00	25,600.00
Cedar Rapids & Missouri River, 7s, 1916,	10,000.00	10,000.00	12,000.00
Joliet & Northern Indiana, 7s, 1907,	10,000.00	10,000.00	12,500.00
Des Moines & Minneapolis, 7s, 1907,	10,000.00	10,000.00	12,800.00
Iowa Falls & Sioux City, 7s, 1917,	15,000.00	15,000.00	19,500.00
Atchison, Topeka & Santa Fé, 7s, 1900,	5,000.00	5,000.00	6,000.00
BANK STOCKS.			
350 shares New Britain Nat., New Britain, Conn.,	35,000.00	38,100.00	50,750.00
50 “ Mechanics, “ “ “	5,000.00	5,000.00	5,250.00
9 “ Home, “ Meriden, “	900.00	900.00	1,125.00
7 “ Meriden “ “ “	700.00	700.00	950.00
175 “ Hartford “ Hartford, “	17,500.00	21,000.00	26,250.00
120 “ Phoenix “ “ “	12,000.00	12,500.00	14,160.00
75 “ Mercantile “ “ “	7,500.00	7,500.00	6,750.00
33 “ Farm. & Mec., “ “ “	3,300.00	3,300.00	3,366.00
100 “ First “ “ “	10,000.00	10,000.00	10,000.00
51 “ Ætna “ “ “	5,100.00	5,100.00	5,500.00
64 “ City, “ “ “	6,400.00	5,600.00	6,000.00
100 “ National Exchange, “ “ “	5,000.00	5,000.00	6,000.00
250 “ New Haven Co. Nat., N. Haven, “	2,500.00	2,500.00	3,000.00
30 “ National Traders “ “ “	3,000.00	3,000.00	4,500.00
100 “ Second National, “ “ “	10,000.00	10,000.00	12,800.00
30 “ Uncas “ Norwich, “	1,500.00	1,500.00	1,800.00
100 “ Thames “ “ “	10,000.00	10,000.00	13,500.00
60 “ Second “ “ “	6,000.00	6,000.00	7,000.00
50 “ Nat. B'k of Com., New London, “	5,000.00	5,000.00	6,000.00
200 “ “ “ New York, N. Y.,	20,000.00	23,800.00	34,000.00
113 “ Am. Exc., National “ “ “	11,300.00	11,300.00	15,820.00
5 “ Imp. & Traders Nat. “ “ “	500.00	500.00	1,500.00
50 “ Hanover “ “ “	5,000.00	5,000.00	8,750.00
35 “ National Park, “ “ “	3,500.00	4,000.00	6,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	4,698; total amount,	\$553,383.17
2	Number of depositors having over \$500 and less than \$1,000,	533; total amount,	373,433.05
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	350; total amount,	467,865.51
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	132; total amount,	403,383.90
6	Total number of depositors, . . . . .	5,713; total deposits,	\$1,798,065.63



## SAVINGS BANK OF NEW BRITAIN. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 7 Largest amount due a single depositor, \$7,839.38.
- 8 Number of accounts opened during the year, 1,072; number closed, 826.
- 9 Amount of income received during the year, \$102,880.24.
- 10 Amount of dividends declared during the year, \$64,869.93.
- 11 Amount deposited, including interest credited, the past year, \$629,068.82.
- 12 Amount withdrawn during the year, \$485,563.93.
- 13 Increase of deposits the past year, \$143,504.89.
- 14 Amount carried to surplus or profit and loss during the year, \$7,000.00 to surplus.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, January and July.
- 18 State tax during the past year, \$4,038.10.
- 19 Total office expenses the past year, including salaries, \$5,068.02.
- 20 Net amount of income during the year from real estate owned, \$2,327.28.
- 21 What assets, if any, yielding no income during the year, \$5,000.00.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$33,350.00.
- 24 Date of annual meeting for choice of officers, third Wednesday in July.

OFFICERS. — President, Levi S. Wells; Treasurer, W. F. Walker; Directors, Levi S. Wells, T. W. Stanley, Philip Corbin, J. B. Talcott, J. A. Pickett, W. F. Walker, Geo. P. Rockwell, H. E. Russell, Jr., T. S. Bishop.

## THE SAVINGS BANK OF NEW LONDON.

JOSHUA C. LEARNED, Treasurer.

INCORPORATED, 1827.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$977,140.00	Whole Am't of Deposits, \$3,568,788.02
Loans on Collateral Security, 147,000.00	Surplus Account, . . . 174,115.88
United States Bonds, . . . 315,000.00	Interest Account, . . . 53,171.44
Town, City, and Corp'n B'ds, 982,000.00	
Railroad Bonds, . . . 810,000.00	
Railroad Stocks, . . . 43,900.00	
Bank Stocks in Connecticut, 98,700.00	
Bank Stocks in other States, 158,525.00	
Real Estate by Foreclosure, 180,360.23	
Banking House, . . . 8,944.06	
Expense Account, . . . 1,810.02	
Real Estate Rents, . . . 414.95	
Cash in Bank, . . . 59,122.31	
Cash on hand, . . . 8,777.26	
Profit and Loss, . . . 4,381.51	
Total Assets, . . . \$3,796,075.34	Total Liabilities, . . \$3,796,075.34

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Four and one-halves of 1891, Registered, . . . \$	90,000.00	90,000.00	96,975.00
Fours of 1907, Registered, . . . . .	125,000.00	125,000.00	161,250.00
Currency 6s, . . . . .	100,000.00	100,000.00	128,000.00
RAILROAD STOCKS.			
New York, New Haven & Hartford, . . .	12,600.00	12,600.00	28,980.00
New York Central & Hudson River, . . .	14,500.00	14,500.00	15,877.50
Boston & Lowell, . . . . .	4,000.00	4,000.00	6,400.00
Boston & Albany, . . . . .	5,600.00	5,600.00	11,200.00
Michigan Central, . . . . .	7,200.00	7,200.00	6,624.00
TOWN, CITY, AND CORPORATION BONDS.			
City of Cincinnati, Ohio, 6s, 1890, .	20,000.00	20,000.00	20,800.00
" " " 6s, 1900, .	8,000.00	8,000.00	9,440.00
" " " 6s, 1906, .	10,000.00	10,000.00	12,200.00
" " " 6s, 1908, .	10,000.00	10,000.00	12,400.00
" " " 7 <sup>3</sup> / <sub>10</sub> s, 1902, .	10,000.00	10,000.00	13,000.00
" " " 7 <sup>3</sup> / <sub>10</sub> s, 1906, .	20,000.00	20,000.00	26,400.00
" New London, Conn., 7s, 1890, .	40,000.00	40,000.00	43,000.00
" Brooklyn, N. Y., Water, 6s, 1889, .	14,000.00	14,000.00	14,560.00
" " " So. 7th St., 7s, 1889, .	25,000.00	25,000.00	26,250.00
" " " Park, 7s, 1915, .	10,000.00	10,000.00	16,000.00
" " " Bridge, 7s, 1913, .	50,000.00	50,000.00	78,000.00

## SAVINGS BANK OF NEW LONDON. — CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS. — CON.						
City of New York, Dock,	7s, 1901,	.	\$	71,000.00	71,000.00	97,980.00
“ “ Improvement,	7s, 1889,	.		40,000.00	40,000.00	42,000.00
“ New London, Water,	7s, 1900,	.		75,000.00	75,000.00	97,500.00
“ Middletown sewerage,	6s, 1901,	.		23,000.00	23,000.00	28,060.00
“ Buffalo, N. Y.,	7s, 1919,	.		41,000.00	41,000.00	62,320.00
“ Rochester, “	7s, 1903,	.		20,000.00	20,000.00	27,200.00
“ St. Louis, Mo.,	6s, 1894-99-1905,	.		74,000.00	74,000.00	81,400.00
“ Chicago, Ill.,	7s, 1894-95-98-99,	.		76,000.00	76,000.00	87,400.00
“ Cleveland, Ohio,	6s, 1896-97-98,	.		12,000.00	12,000.00	14,160.00
“ Milw'kee, Wis., Water,	7s, 1902,	.		15,000.00	15,000.00	19,500.00
District of Columbia,	5s, 1891,	.		20,000.00	20,000.00	21,200.00
“ “	6s, 1902,	.		13,000.00	13,000.00	16,640.00
Town of New London,	6s, 1889-1890,	.		10,000.00	10,000.00	10,500.00
“ “	5s,	.		5,000.00	5,000.00	5,100.00
“ New Haven,	6s, 1889,	.		50,000.00	50,000.00	51,500.00
“ Middletown,	6s, 1889,	.		25,000.00	25,000.00	25,750.00
“ Stamford,	6s, 1890,	.		50,000.00	50,000.00	52,500.00
“ West Hartford,	6s, 1890,	.		20,000.00	20,000.00	21,000.00
“ Montville,	6s, 1906,	.		30,000.00	30,000.00	39,000.00
“ Wallingford,	4s, 1912,	.		20,000.00	20,000.00	21,200.00
Borough of Willimantic,	4s, 1914,	.		25,000.00	25,000.00	26,500.00
“ Norwalk,	4s, 1907,	.		50,000.00	50,000.00	52,500.00
RAILROAD BONDS.						
Morris & Essex,	7s, 1914,			60,500.00	60,500.00	86,817.50
Chicago, Rock Island & Pacific,	6s, 1917,			55,000.00	55,000.00	71,775.00
New York Central & H. R. R. R.,	5s, 1895,			25,000.00	25,000.00	27,000.00
Central Pacific,	6s, 1896,			20,000.00	20,000.00	23,000.00
New York, Providence & Boston,	4s, 1901,			20,000.00	20,000.00	22,000.00
Chicago & Alton,	7s, 1893,			17,000.00	17,000.00	19,040.00
Union Pacific,	6s, 1897,			76,000.00	76,000.00	87,400.00
Greene,	7s, 1902,			25,000.00	25,000.00	32,500.00
New York, New Haven & Hartford,	4s, 1903,			80,000.00	80,000.00	89,600.00
Chicago & North Western:—						
Madison Extension,	7s, 1911,			25,000.00	25,000.00	34,000.00
Menominee,	7s, 1911,			21,000.00	21,000.00	27,720.00
Escanaba & Lake Superior,	6s, 1901,			10,000.00	10,000.00	11,600.00
Chicago, Milwaukee & St. Paul:—						
Mineral Point Division,	5s, 1910,			40,000.00	40,000.00	40,400.00
South Western Division,	6s, 1901,			10,000.00	10,000.00	11,000.00
Lake Superior Division,	5s, 1921,			6,000.00	6,000.00	6,180.00
La Crosse & Davenport Div.,	5s, 1919,			7,000.00	7,000.00	7,210.00
Northwestern Union,	7s, 1917,			50,000.00	50,000.00	70,500.00
Chicago & Southwestern,	7s, 1899,			56,500.00	56,500.00	68,930.00
Chicago & Milwaukee,	7s, 1898,			21,000.00	21,000.00	24,780.00
Terre Haute & Indianapolis,	7s, 1893,			6,000.00	6,000.00	6,720.00
Iowa Falls & Sioux City,	7s, 1917,			8,000.00	8,000.00	10,480.00
Delaware & Hudson (Penn. Div.),	7s, 1917,			82,000.00	82,000.00	113,980.00
New York & Harlem,	7s, 1900,			27,000.00	27,000.00	36,180.00



## SAVINGS BANK OF NEW LONDON. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.				
Rensselaer & Saratoga,	7s, 1921, \$	18,000.00	18,000.00	26,100.00
Delaware & Bound Brook,	7s, 1905,	34,000.00	34,000.00	44,200.00
Des Moines & Minneapolis,	7s, 1907,	5,000.00	5,000.00	6,600.00
Sunbury & Lewiston,	7s, 1896,	5,000.00	5,000.00	5,900.00
BANK STOCKS.				
18 shares	Middletown National, .	1,350.00	1,350.00	1,795.00
100 "	New London City, .	10,000.00	10,000.00	11,000.00
330 "	Union, New London, .	33,000.00	33,000.00	33,000.00
127 "	Nat'l Bank of Com., N. London, .	12,700.00	12,700.00	14,224.00
68 "	National Whaling, .	1,700.00	1,700.00	2,550.00
366 "	Thames National, Norwich, .	36,600.00	36,600.00	50,508.00
67 "	Uncas " .	3,350.00	3,350.00	3,752.00
42 "	Albany City " Albany, N. Y., .	4,200.00	4,200.00	4,830.00
145 "	North America, New York, .	10,150.00	10,150.00	14,717.50
165 "	Metropolitan National, " .	2,475.00	2,475.00	1,980.00
27 "	Market & Fulton " .	2,700.00	2,700.00	4,617.00
30 "	Seventh Ward " " .	3,000.00	3,000.00	3,600.00
300 "	Phoenix " " .	6,000.00	6,000.00	7,860.00
556 "	Mechanics " " .	13,900.00	13,900.00	23,630.00
30 "	Leather Manuf. " " .	1,500.00	1,500.00	3,000.00
60 "	State of New York, " .	6,000.00	6,000.00	6,840.00
44 "	Merchants Ex. National, " .	2,200.00	2,200.00	2,596.00
140 "	Nat'l Bank of Commerce, " .	14,000.00	14,000.00	23,800.00
150 "	Bank of America, " .	15,000.00	15,000.00	25,800.00
134 "	Merchants National, " .	6,700.00	6,700.00	9,380.00
40 "	Corn Exchange " " .	4,000.00	4,000.00	8,480.00
174 "	Continental " " .	17,400.00	17,400.00	21,750.00
50 "	National City, " .	5,000.00	5,000.00	17,000.00
201 "	American Ex. National, " .	20,100.00	20,100.00	28,341.00
40 "	North River, " .	1,200.00	1,200.00	1,656.00
50 "	Nassau, " .	5,000.00	5,000.00	7,700.00
80 "	Fourth National, " .	8,000.00	8,000.00	11,040.00
100 "	United States Trust Co., " .	10,000.00	10,000.00	58,500.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	4,322; total amount,	\$720,930.55
2	Number of depositors having over \$500 and less than \$1,000,	798; total amount,	560,981.35
3	Number of depositors having \$1,000 and not over \$2,000,	716; total amount,	851,611.53
4	Number of depositors having over \$2,000 and not over \$10,000,	397; total amount,	1,268,381.40
5	Number of depositors having over \$10,000,	11; total amount,	166,883.19
6	Total number of depositors,	6,244; total deposits,	\$3,568,788.02
7	Largest amount due a single depositor,	\$33,024.69.	

## SAVINGS BANK OF NEW LONDON. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 8 Number of accounts opened during the year, 1,076; number closed, 880.
- 9 Amount of income received during the year, \$208,632.85.
- 10 Amount of dividends declared during the year, \$135,264.83.
- 11 Amount deposited, including interest credited, the past year, \$523,300.29.
- 12 Amount withdrawn during the year, \$403,034.82.
- 13 Increase of deposits the past year, \$120,265.47.
- 14 Amount carried to surplus or profit and loss during the year, \$60,301.11.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, January 1st, and July 1st.
- 18 State tax during the past year, \$8,070.25.
- 19 Total office expenses the past year, including salaries, \$6,622.43.
- 20 Net amount of income during the year from real estate owned, \$3,690.22.
- 21 What assets, if any, yielding no income during the year, \$109,201.95.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$95,000.
- 24 Date of annual meeting for choice of officers, first Tuesday in June.

OFFICERS.—President, William H. Chapman; Treasurer, Joshua C. Learned; Directors or Trustees, Joshua C. Learned, Charles Barnes, Robert Coit, Horace Coit, John G. Crump, James Hislop, Charles D. Boss, Jr., Walter Learned.

## SAVINGS BANK OF ROCKVILLE.

L. BISSELL, Treasurer.

INCORPORATED, 1858.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES	
Loans on Real Estate, . . .	\$407,217.25	Whole Amount of Deposits, \$919,000.00	1.52
Loans on Collateral Security, . . .	98,077.32	Surplus Account, . . .	30,000.00
Loans on Pers'l Security only, . . .	157,824.09	Interest Account, . . .	21,600.00
Town, City, and Corp. B'ds, . . .	30,500.00		
Railroad Bonds, . . .	23,000.00		
Bank Stocks in Connecticut, . . .	151,200.00		
Bank Stocks in other States, . . .	29,200.00		
Real Estate by Foreclosure, . . .	14,642.63		
Fixtures, . . .	1,300.00		
Premium Account, . . .	28,250.00		
Cash in Bank, . . .	22,510.79		
Cash on hand, . . .	7,818.97		
Total Assets, . . .	\$971,541.05	Total Liabilities, . . .	\$971,541.05

## INVESTMENTS.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.				
Springfield City, Ill., . . .	5s, 1901, . \$	2,500.00	2,500.00	2,500.00
Norfolk, Conn., . . .	6s, 1890, .	1,000.00	1,000.00	1,000.00
Hartford Capitol, . . .	6s, 1897, .	2,000.00	2,000.00	2,000.00
Middletown City School District, . . .	5s, 1904, .	5,000.00	5,000.00	5,000.00
" " " " . . .	5s, 1905, .	5,000.00	5,000.00	5,000.00
" " " " . . .	5s, 1906, .	5,000.00	5,000.00	5,000.00
" " " " . . .	5s, 1907, .	5,000.00	5,000.00	5,000.00
" " " " . . .	5s, 1908, .	5,000.00	5,000.00	5,000.00
RAILROAD BONDS.				
Norwich & Worcester, . . .	6s, 1897, .	3,000.00	3,000.00	3,520.00
Chicago, Milwaukee & St. Paul R. R. Co., Dubuque Div., 1st Mtg., . . .	6s, 1920, .	10,000.00	10,000.00	11,500.00
Chicago, Milwaukee & St. Paul R. R. Co., Southwest Div., 1st Mtg., . . .	6s, 1909, .	10,000.00	10,000.00	11,500.00
BANK STOCKS.				
420 shares First National, . . .	Rockville, . . .	42,000.00	42,000.00	50,405.00
30 " Rockville National, . . .	" " " " . . .	3,000.00	3,000.00	3,600.00
80 " Aetna " " " " . . .	Hartford, . . .	8,000.00	8,000.00	8,180.00
436 " American " " " " . . .	" " " " . . .	21,800.00	21,800.00	28,340.00
40 " City, . . .	" " " " . . .	4,000.00	4,000.00	3,220.00
20 " Farmers & Mechanics Nat'l, . . .	" " " " . . .	2,000.00	2,000.00	2,000.00
156 " First National, . . .	" " " " . . .	15,600.00	15,600.00	15,600.00
100 " Hartford National, . . .	" " " " . . .	10,000.00	10,000.00	14,000.00



## SAVINGS BANK OF ROCKVILLE. -- CONTINUED.

## INVESTMENTS. -- CONTINUED.

DESCRIPTION.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS. -- CONTINUED.						
198 shares	Mercantile National,	Hartford,	\$	19,800.00	19,800.00	16,810.00
74 "	National Exchange,	"		3,700.00	3,700.00	4,000.00
90 "	Phoenix National,	"		9,000.00	9,000.00	11,520.00
95 "	Conn. Trust & Safe Dep. Co.,	"		9,500.00	9,500.00	11,875.00
8 "	First National,	Meriden,		800.00	800.00	900.00
5 "	Home	"		500.00	500.00	625.00
15 "	Second	Norwich,		1,500.00	1,500.00	1,650.00
100 "	Continental National,	New York,		10,000.00	10,000.00	11,000.00
134 "	Merchants	"		6,700.00	6,700.00	8,652.00
25 "	Nat'l Bank of Commerce,	"		2,500.00	2,500.00	3,750.00
100 "	Western National,	"		10,000.00	10,000.00	9,500.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,363; total amount,	\$325,241.30
2	Number of depositors having over \$500 and less than \$1,000, .	300; total amount,	209,781.54
3	Number of depositors having \$1,000 and not over \$2,000, .	193; total amount,	257,323.35
4	Number of depositors having over \$2,000 and not over \$10,000, . . .	48; total amount,	127,585.33
6	Total number of depositors, . . . .	2,904; total deposits,	\$919,931.52
7	Largest amount due a single depositor, \$5,736.94.		
8	Number of accounts opened during the year, 529; number closed, 674.		
9	Amount of income received during the year, \$50,162.90.		
10	Amount of dividends declared during the year, \$35,020.40.		
11	Amount deposited, including interest credited, the past year, \$233,704.45.		
12	Amount withdrawn during the year, \$230,877.18.		
13	Increase of deposits the past year, \$2,827.27.		
14	Amount carried to surplus or profit and loss during the year, none.		
15	Amount of paper past due, \$4,000.		
16	Amount of paper charged off the past year, none.		
17	Rate of dividend the last year, 4 per cent.; when paid, April and October.		
18	State tax during the past year, \$2,090.75.		
19	Total office expenses the past year, including salaries, \$3,532.90.		
20	Net amount of income during the year from real estate owned, \$250.00.		
21	What assets, if any, yielding no income during the year, \$24,000.00.		
22	Are all loans upon real estate secured by first mortgage? Yes.		
23	Largest amount loaned to one individual company, society, or corporation, \$35,000.00.		
24	Date of annual meeting for choice of officers, third Tuesday in July.		

OFFICERS. -- President, B. H. Bill; Treasurer, L. Bissell; Directors or Trustees, B. H. Bill, Lebbeus Bissell, George Talcott, J. Goodnow, William Butler, F. L. Dickinson, E. I. Smith, J. C. Hammond, Jr., G. W. West, H. L. James, A. R. Goodrich.

## SAVINGS BANK OF STAFFORD SPRINGS.

ALVARADO HOWARD, Treasurer.

INCORPORATED, 1858.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$129,288.43	Whole Am't of Deposits,	\$352,949.21
Loans on Collateral Security,	60,123.50	Surplus Account,	6,000.00
Loans on Pers'al Sec'ty only,	22,469.01	Interest Account,	5,364.31
Town, City, and Corp'n B'ds,	8,153.97		
Town, City, and Borough } Notes and Orders,	8,635.00		
School Dist. Notes and Orders,	16,500.00		
Railroad Bonds,	34,000.00		
Bank Stocks in Connecticut,	31,150.00		
Bank Stocks in other States,	6,350.00		
Real Estate by Foreclosure,	7,040.00		
Banking House, Safes, and } Fixtures,	2,500.00		
Premium Account,	17,400.00		
Cash in Bank,	7,832.34		
Cash on hand,	5,871.27		
Total Assets,	\$364,313.52	Total Liabilities,	\$364,313.52

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Borough of Stafford Springs,	\$ 8,385.00	8,385.00	8,385.00
Town of Union,	250.00	250.00	250.00
SCHOOL DISTRICT NOTES AND ORDERS.			
School District No. 2, Stafford,	16,500.00	16,500.00	16,500.00
TOWN, CITY, AND CORPORATION BONDS.			
City of Norwich, Conn., 5s, 1908,	1,000.00	1,000.00	1,100.00
" Cincinnati, Ohio, 7s, 1908,	5,000.00	5,000.00	6,800.00
" " various dates, 5s, '89-'97,	2,153.99	2,153.97	2,240.12
RAILROAD BONDS.			
Louisiana & Mo. River, 7s, 1900,	10,000.00	10,000.00	12,000.00
New York Central & Hudson River, 7s, 1903,	5,000.00	5,000.00	6,700.00
Rensselaer & Saratoga, 7s, 1921,	4,000.00	4,000.00	5,800.00
Northwestern Union, 7s, 1917,	10,000.00	10,000.00	14,000.00
Chi., Mil. & St. Paul, La Crosse Div., 7s, 1893,	5,000.00	5,000.00	5,600.00
BANK STOCKS.			
50 shares First National, Hartford,	5,000.00	5,000.00	5,000.00
50 " Mercantile National, Hartford,	5,000.00	5,000.00	4,500.00

SAVINGS BANK OF STAFFORD SPRINGS.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS — CONTINUED.				
59 shares	City Bank, Hartford, . . . . \$	5,900.00	5,900.00	5,605.00
55 “	American National, Hartford, . . . .	2,750.00	2,750.00	3,300.00
25 “	First National, Stafford Springs, . . . .	2,500.00	2,500.00	2,500.00
50 “	Second National, Norwich, . . . .	5,000.00	5,000.00	5,600.00
50 “	Thames “ “ . . . .	5,000.00	5,000.00	7,200.00
50 “	American Exc. Nat., New York, . . . .	5,000.00	5,000.00	7,000.00
33 “	Metropolitan National, “ 45 p.c.	1,485.00	1,350.00	396.00

### MISCELLANEOUS ITEMS.

- |    |   |                           |              |
|----|---|---------------------------|--------------|
| 1  | Number of depositors having \$500 or less,                                | 1,127; total amount,      | \$129,571.08 |
| 2  | Number of depositors having over \$500 and less than \$1,000,             | 131; total amount,        | 90,937.79    |
| 3  | Number of depositors having \$1,000 and not over \$2,000,                 | 67; total amount,         | 91,212.22    |
| 4  | Number of depositors having over \$2,000 and not over \$10,000,           | 16; total amount,         | 41,228.12    |
| 6  | Total number of depositors,   | 1,341; total deposits,    | \$352,949.21 |
| 7  | Largest amount due a single depositor,                                    | \$3,242.19.               |              |
| 8  | Number of accounts opened during the year,                                | 443; number closed, 383.  |              |
| 9  | Amount of income received during the year,                                | \$19,755.65.              |              |
| 10 | Amount of dividends declared during the year,                             | \$6,652.61.               |              |
| 11 | Amount deposited, including interest credited, the past year,             | \$1,470,038.00.           |              |
| 12 | Amount withdrawn during the year,   | \$1,481,714.26.           |              |
| 13 | Decrease of deposits the past year,                                       | \$11,676.26.              |              |
| 14 | Amount carried to surplus or profit and loss during the year,             | \$500.00.                 |              |
| 15 | Amount of paper past due,   | none.                     |              |
| 16 | Amount of paper charged off the past year,                                | none.                     |              |
| 17 | Rate of dividend the last year, 2 per cent.; when paid,                   | October 1, 1887.          |              |
| 18 | State tax during the past year,   | \$801.22.                 |              |
| 19 | Total office expenses the past year, including salaries,                  | \$1,977.71.               |              |
| 20 | Net amount of income during the year from real estate owned,              | \$359.51.                 |              |
| 21 | What assets, if any, yielding no income during the year,                  | \$1,815.00.               |              |
| 22 | Are all loans upon real estate secured by first mortgage?                 | Yes.                      |              |
| 23 | Largest amount loaned to one individual company, society, or corporation, | \$13,000.00.              |              |
| 24 | Date of annual meeting for choice of officers,                            | second Wednesday in July. |              |

OFFICERS. — President, Chas. Warren; Treasurer, Alvarado Howard; Directors or Trustees, Robbins Patten, Orrin Converse, Smith W. Page, M. P. J. Walker, M. H. Kinney, Lucian Holt, Andrew Whiton, Luman Orcutt, Lucius Blodgett, F. F. Patten.



## THE SAVINGS BANK OF TOLLAND.

FRANK T. NEWCOMB, Treasurer.

INCORPORATED, 1841.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$59,170.00	Whole Am't of Deposits, . . .	\$94,879.67
Loans on Collateral Security, . . .	6,268.23	Surplus Account, . . .	1,834.67
Loans on Pers'al Sec'ty only, . . .	16,770.32	Interest Account, . . .	884.85
Town, City, and Borough		Profit and Loss, . . .	1,273.01
Notes and Orders, . . .	4,675.87	Due other Banks, . . .	123.90
Bank Stocks in Connecticut, . . .	7,520.00		
Banking House, . . .	1,000.00		
Tax Account, . . .	70.69		
Expense Account, . . .	340.27		
Cash in Bank, . . .	1,650.84		
Cash on hand, . . .	1,529.88		
Total Assets, . . .	\$98,996.10	Total Liabilities, . . .	\$98,996.10

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.			
70 shares Rockville National Bank, . . . . \$	7,000.00	7,000.00	8,000.00
13 " Stafford, " " . . . .	1,300.00	520.00	130.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	290; total amount,	\$29,785.56
2	Number of depositors having over \$500 and less than \$1,000, . . . .	32; total amount,	20,886.45
3	Number of depositors having \$1,000 and not over \$2,000, . . . .	24; total amount,	31,448.22
4	Number of depositors having over \$2,000 and not over \$10,000, . . . .	5; total amount,	12,759.44
6	Total number of depositors, . . . .	351; total deposits,	\$94,879.67
7	Largest amount due a single depositor, \$3,067.50.		
8	Number of accounts opened during the year, 65; number closed, 52.		
9	Amount of income received during the year, \$5,047.89.		
10	Amount of dividends declared during the year, \$3,639.18.		
11	Amount deposited, including interest credited, the past year, \$254,304.41.		
12	Amount withdrawn during the year, \$251,232.91.		
13	Increase of deposits the past year, \$3,071.50.		
14	Amount carried to surplus during the year, \$200.00.		
15	Amount of paper past due, \$1,370.34.		
16	Amount of paper charged off the past year, none.		

## THE SAVINGS BANK OF TOLLAND. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 17 Rate of dividend the last year,  $4\frac{1}{2}$  per cent.; when paid, January and July.
- 18 State tax during the past year, \$117.59.
- 19 Total office expenses the past year, including salaries, \$1,074.15.
- 20 Net amount of income during the year from real estate owned, none.
- 21 What assets, if any, yielding no income during the year. \$520.00 in Bank Stock.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$8,500.00.
- 24 Date of annual meeting for choice of officers. Fourth Monday in June.

OFFICERS. — President, Charles Underwood; Treasurer, Frank T. Newcomb; Directors or Trustees, Charles Underwood, Nathan Pierson, Edmund Joslyn, Joseph P. Root, William D. Holman.

## SOCIETY FOR SAVINGS, HARTFORD.

Z. A. STORRS, Treasurer.

INCORPORATED, 1819.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$3,716,735.00	Whole Am't of Deposits, \$11,695,809.64
Loans on Collateral Sec'y, . . 999,750.00	Surplus Account, . . . 487,736.99
Loans on Pers'l Sec'y only, . . 53,500.00	Interest Account, . . . 126,471.13
United States Bonds, . . . 274,875.00	
State Bonds, . . . 500,000.00	
Town, City, and Corp'n B'ds, 2,768,500.00	
School Dist. Notes and Ord's, . . 23,000.00	
Railroad Bonds, . . . 3,014,056.25	
Railroad Stocks, . . . 27,300.00	
Bank Stocks in Connecticut, . . 165,943.00	
Bank Stocks in other States, . . 18,880.00	
Real Estate by Foreclosure, . . 239,090.00	
Banking House, . . . 15,000.00	
Expense Account, . . . 5,615.00	
Cash in Bank, . . . 469,853.53	
Cash on hand, . . . 17,200.42	
Profit and Loss Account, . . . 719.56	
<b>Total Assets, . . . \$12,310,017.76</b>	<b>Total Liabilities, . . . \$12,310,017.76</b>

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Registered, . . . . . \$	25,000.00	25,000.00	32,250.00
4s of 1907, Coupon, . . . . .	50,000.00	49,875.00	64,500.00
Currency 6s, . . . . .	200,000.00	200,000.00	252,000.00
STATE BONDS.			
Connecticut, . . . . .	500,000.00	500,000.00	500,000.00
RAILROAD STOCKS.			
273 shares New York, New Haven & Hartford,	27,300.00	27,300.00	62,790.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Arsenal School District, Hartford, . . . .	22,500.00	22,500.00	22,500.00
Gravel Hill " " " " " " " " " "	500.00	500.00	500.00
TOWN, CITY, AND CORPORATION BONDS.			
Haddam, Town, 4½s, 1890, . . . .	20,000.00	20,000.00	20,000.00
New Hartford, " 4s, 1901, . . . .	38,000.00	38,000.00	38,000.00
Meriden, " 4½s, . . . .	80,000.00	80,000.00	83,200.00
" City 7s, 1889, . . . .	75,000.00	75,000.00	75,000.00
Hartford, Town, 4½s, 1904-1905, . . . .	260,000.00	260,000.00	262,600.00
" City, 6s, 1891-1893, . . . .	173,000.00	173,000.00	183,380.00



## SOCIETY FOR SAVINGS, HARTFORD.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.					PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, & CORPORATION BONDS.—CONTINUED.							
Hartford,	City,	6s,	1899,	\$	28,000.00	27,230.00	30,240.00
Buffalo,	"	7s,	1903,	.	50,000.00	50,000.00	65,500.00
Rochester,	"	7s,	1893,	.	5,000.00	5,000.00	5,400.00
"	"	7s,	1905,	.	45,000.00	45,000.00	60,750.00
Springfield,	"	7s,	1893,	.	20,000.00	20,000.00	21,800.00
Boston,	"	5s,	1905-1906,	.	65,000.00	65,000.00	74,750.00
Providence,	"	5s,	1906,	.	25,000.00	25,000.00	28,750.00
New Haven,	"	3½s,	1892-1894,	.	50,000.00	50,000.00	50,000.00
"	"	4s,	1897,	.	13,000.00	13,000.00	13,000.00
"	"	7s,	1901,	.	75,000.00	75,000.00	97,500.00
Chicago,	"	7s,	1890-1895,	.	100,000.00	100,000.00	107,000.00
St. Louis,	"	4s,	1908,	.	150,000.00	150,000.00	154,500.00
"	"	5s,	1900,	.	24,000.00	24,000.00	25,200.00
"	"	6s,	1889-1891,	.	12,000.00	12,000.00	12,600.00
"	"	6s,	1892-1894,	.	124,000.00	124,000.00	132,680.00
"	"	6s,	1899,	.	1,000.00	1,000.00	1,080.00
Cleveland,	"	3½s,	1902,	.	8,000.00	7,810.00	7,810.00
"	"	6s,	1897-1898,	.	55,000.00	55,000.00	62,150.00
"	"	7s,	1892,	.	4,000.00	4,000.00	4,400.00
Columbus,	"	4s,	1908,	.	14,000.00	14,000.00	14,140.00
"	"	6s,	1899,	.	126,000.00	126,000.00	129,780.00
New Britain,	"	4s,	1899,	.	5,000.00	5,000.00	5,000.00
"	"	4s,	1911,	.	100,000.00	100,000.00	101,000.00
Portland,	"	4s,	1912,	.	90,000.00	90,000.00	91,800.00
Dayton,	"	4s,	1889-1906,	.	96,000.00	94,460.00	96,000.00
"	"	4½s,	1898-1905,	.	133,000.00	133,000.00	138,320.00
Detroit,	"	6s,	1906,	.	7,000.00	7,000.00	8,400.00
Gloucester,	"	4s,	1908,	.	50,000.00	50,000.00	51,625.00
Cambridge,	"	4s,	1918,	.	60,000.00	60,000.00	61,800.00
Waltham,	"	4s,	1898,	.	42,000.00	42,000.00	42,840.00
Willimantic,	Borough,	4s,	1914,	.	25,000.00	25,000.00	25,000.00
Norwalk,	"	4s,	1927,	.	40,000.00	40,000.00	40,000.00
Central School,	Wallingford,	4s,	1904,	.	36,000.00	36,000.00	36,000.00
Middletown Sch.,		5s,	1891-1903,	.	40,000.00	40,000.00	41,600.00
South School,	Hartford,	4s,	1925,	.	200,000.00	200,000.00	204,000.00
West Middle School,	"	3½s,	1898,	.	100,000.00	100,000.00	100,000.00
Washington	"	4½s,	1898,	.	22,000.00	22,000.00	22,440.00
Atlantic Dock Co.,	Brooklyn,	5s,	1901,	.	50,000.00	50,000.00	52,500.00
District of Columbia,		3½s,	1924,	.	35,000.00	35,000.00	41,650.00
RAILROAD BONDS.							
Pittsburgh, Ft. Wayne & Chicago,		7s,	1912,		42,000.00	42,000.00	58,800.00
Indianapolis & Cincinnati,		7s,	1888,		20,000.00	17,525.00	20,000.00
New York Central & Hudson River,		7s,	1903,		300,000.00	300,000.00	405,000.00
Chicago, Rock Island & Pacific,		6s,	1917,		250,000.00	250,000.00	325,000.00
" " " So. W. Div.,		7s,	1899,		122,500.00	122,500.00	149,450.00
New York & Harlem,		7s,	1900,		80,000.00	80,000.00	106,400.00
Cleveland & Pittsburgh,		6s,	1892,		107,500.00	107,500.00	113,950.00
Norwich & Worcester,		6s,	1897,		39,000.00	39,000.00	44,460.00
Rensselaer & Saratoga,		7s,	1921,		26,000.00	26,000.00	37,700.00
Morris & Essex,		7s,	1914,		25,000.00	25,000.00	35,000.00

## SOCIETY FOR SAVINGS, HARTFORD. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.*				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.						
New York, Providence & Boston,	4s,	1901,	\$	50,000.00	50,000.00	53,500 00
Chicago & Alton,	7s,	1893,		86,000.00	86,000.00	96,105.00
St. Louis, Jacksonville & Chicago,	7s,	1894,		84,000.00	84,000.00	95,340.00
Chic. & No. West., C. & Mill. Div.,	7s,	1898,		73,000.00	73,000.00	87,600.00
“ “ Chic. & Tomah “	6s,	1905,		100,000.00	100,000.00	114,000.00
“ “ Mil. & Madison “	6s,	1905,		49,000.00	49,000.00	54,880.00
“ “ N. W. Union “	7s,	1917,		82,000.00	82,000.00	100,040.00
“ “ Cedar Rapids, “	7s,	1891,		6,000.00	6,000.00	6,360.00
“ “ “ “ “	7s,	1894,		12,500.00	12,500.00	13,750.00
“ “ Madison Extension,	7s,	1911,		20,000.00	20,000.00	25,000.00
Bald Eagle Valley,	6s,	1910,		19,000.00	19,000.00	21,280.00
Terre Haute & Indianapolis,	7s,	1893,		75,000.00	75,000.00	81,000.00
Chicago, Burlington & Quincy,	7s,	1890,		100,000.00	100,000.00	105,000.00
Burlington & Missouri River,	7s,	1893,		170,000.00	170,000.00	189,125.00
Elmira & Williamsport,	6s,	1910,		22,000.00	22,000.00	24,640.00
New York, New Haven & Hartford,	4s,	1903,		53,000.00	53,000.00	58,300.00
Columbus & Xenia,	7s,	1890,		17,000.00	17,000.00	17,680.00
Chi., Mil. & St. P'l, Southwest. Div.,	6s,	1909,		125,000.00	125,000.00	138,750.00
“ “ Mineral Point “	5s,	1910,		50,000.00	48,531.25	50,000.00
“ “ Wis. Val. “	7s,	1909,		50,000.00	50,000.00	60,000.00
“ “ La Crosse “	7s,	1893,		50,000.00	50,000.00	55,000.00
“ “ La Crosse & Dav. “	5s,	1919,		13,000.00	13,000.00	13,260.00
“ “ Dubuque “	6s,	1920,		21,000.00	21,000.00	23,730.00
“ “ S. Minnesota “	6s,	1910,		10,000.00	10,000.00	10,300.00
Pacific of Missouri,	4s,	1938,		50,000.00	50,000.00	49,000.00
Illinois Central,	6s,	1898,		198,000.00	198,000.00	225,720.00
Sunbury & Lewistown,	7s,	1896,		10,000.00	10,000.00	11,500.00
Delaware & Hudson,	7s,	1917,		40,000.00	40,000.00	55,200.00
“ “ “ “ “	7s,	1894,		121,000.00	121,000.00	138,242.50
Atchison, Topeka & Santa Fé,	7s,	1899,		87,000.00	87,000.00	105,270.00
Kansas City, Lawrence & Southern,	6s,	1909,		19,000.00	19,000.00	21,660.00
New York, Lackawana & Western,	6s,	1921,		50,000.00	50,000.00	65,000.00
Connecticut & Passumpsic Rivers,	7s,	1893,		78,500.00	78,500.00	87,135.00
New York & Long Branch,	5s,	1931,		15,000.00	15,000.00	16,050.00
BANK STOCKS.						
245 shares City,			Hartford,	24,500.00	24,443.00	23,030.00
150 “ Hartford			National, “	15,000.00	15,000.00	22,500.00
225 “ Phoenix			“ “	22,500.00	22,500.00	27,000.00
100 “ Farmers & Mec.			“ “	10,000.00	10,000.00	10,300.00
300 “ Etna			“ “	30,000.00	30,000.00	30,600.00
239 “ Charter Oak			“ “	23,900.00	23,900.00	25,095.00
120 “ American			“ “	6,000.00	6,000.00	7,200.00
50 “ Hartford Trust Co.,			“ “	5,000.00	5,000.00	6,100.00
41 “ Merchants			“ “	4,100.00	4,100.00	4,100.00
100 “ First			Norwich, “	10,000.00	10,000.00	10,000.00
150 “ “			Litchfield, “	15,000.00	15,000.00	18,750.00
50 “ Central			New York, “	5,000.00	5,000.00	6,500.00
50 “ American Ex.			“ “	5,000.00	5,000.00	7,000.00
35 “ Continental			“ “	3,500.00	3,500.00	4,375.00
240 “ Phoenix			“ “	4,800.00	4,480.00	6,240.00
20 “ Metropolitan			“ “	900.00	900.00	250.00

## SOCIETY FOR SAVINGS, HARTFORD. — CONTINUED.

## MISCELLANEOUS ITEMS.

- |    |   |   |
|----|---|---|
| 1  | Number of depositors having \$500 or less,  | 25,630; total amount, \$2,712,035.16    |
| 2  | Number of depositors having over \$500 and less than \$1,000, . . . . .                 | 3,335; total amount, 2,326,566.06       |
| 3  | Number of depositors having \$1,000 and not over \$2,000, . . . . .                     | 2,117; total amount, 2,901,803.58       |
| 4  | Number of depositors having over \$2,000 and not over \$10,000, . . . . .               | 1,104; total amount, 3,745,167.33       |
| 5  | Number of depositors having over \$10,000, . . . . .                                    | 1; total amount, 10,237.51              |
| 6  | Total number of depositors, . . . . .   | 32,187; total deposits, \$11,695,809.64 |
| 7  | Largest amount due a single depositor, \$10,237.51.                                     |   |
| 8  | Number of accounts opened during the year, 3,965; number closed, 3,082.                 |   |
| 9  | Amount of income received during the year, \$678,235.27.                                |   |
| 10 | Amount of dividends declared during the year, \$436,881.15.                             |   |
| 11 | Amount deposited, including interest credited, the past year, \$2,126,395.10.           |   |
| 12 | Amount withdrawn during the year, \$1,627,615.52.                                       |   |
| 13 | Increase of deposits the past year, \$498,779.58.                                       |   |
| 14 | Amount carried to surplus or profit and loss during the year, \$61,365.59.              |   |
| 15 | Amount of paper past due, none.   |   |
| 16 | Amount of paper charged off the past year, none.  |   |
| 17 | Rate of dividend the last year, four per cent., when paid, Dec. 1st and June 1st.       |   |
| 18 | State tax during the past year, \$25,861.54.  |   |
| 19 | Total office expenses the past year, including salaries, \$19,323.78.                   |   |
| 20 | Net amount of income during the year from real estate owned, \$6,872.51.                |   |
| 21 | What assets, if any, yielding no income during the year, \$28,500.00.                   |   |
| 22 | Are all loans upon real estate secured by first mortgage? Yes.                          |   |
| 23 | Largest amount loaned to one individual company, society, or corporation, \$150,000.00. |   |
| 24 | Date of annual meeting for choice of officers, July.                                    |   |

OFFICERS. — President, Roland Mather; Treasurer, Z. A. Storrs; Directors or Trustees, Jos. Langdon, Drayton Hillyer, Chas. T. Hillyer, Rowland Swift, J. F. Morris, H. K. Morgan, John C. Parsons, A. R. Hillyer, G. W. Russell, Z. A. Storrs, Francis B. Cooley, Roland Mather, C. M. Talcott, Wm. H. Post, J. Goodnow, Walter Keney, Geo. L. Chase, Theodore Lyman, Wm. R. Cone, P. M. Hastings, J. B. Corning, T. O. Enders, Wm. M. Stanley, Henry Keney, J. M. Allen, Chauncey Howard, Rodney Dennis, N. Shipman, Atwood Collins, D. R. Howe, Jacob L. Greene, J. B. Bunce, A. P. Collins, L. Buckland, George Maxwell.



## SOUTHINGTON SAVINGS BANK.

L. B. NEAL, Treasurer.

INCORPORATED, 1860.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$247,847.61	Whole Am't of Deposits, . .	\$632,681.23
Loans on Collateral Security, . .	45,425.00	Surplus Account, . . .	38,000.00
Loans on Pers'al Sec'ty only, . .	2,350.00	Interest Account, . . .	6,267.77
Town, City, and Corp'n B'ds, . .	48,000.00	Rent Account, . . .	32.50
School Dis't Notes and Ord's, . .	6,860.92		
Railroad Bonds, . . .	81,000.00		
Bank Stocks in Connecticut, . .	147,400.00		
Bank Stocks in other States, . .	11,700.00		
Real Estate by Foreclosure, . .	2,981.60		
Banking House, . . .	9,249.46		
Safe Account, . . .	500.00		
Profit and Loss Account, . .	131.29		
Expense Account, . . .	1,338.87		
Premium Account, . . .	57,627.31		
Cash in Bank, . . .	11,119.90		
Cash on hand, . . .	2,849.54		
Total Assets, . . .	\$676,381.50	Total Liabilities, . . .	\$676,381.50

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
SCHOOL DISTRICT NOTES AND ORDERS.			
First of Southington, . . . . . \$	6,810.92	6,810.92	6,810.92
Sixth of " . . . . .	50.00	50.00	50.00
TOWN, CITY, AND CORPORATION BONDS.			
West Hartford Town, . . . . . 4s, 1902,	10,000.00	10,000.00	10,000.00
Columbus, Ohio, . . . . . 6s, 1898,	5,500.00	5,500.00	5,720.00
" " . . . . . 6s, 1896,	4,500.00	4,500.00	4,635.00
Cincinnati, " . . . . . 7s, 1908,	6,000.00	6,000.00	8,100.00
" " . . . . . 6s, 1909,	2,000.00	2,000.00	2,450.00
" " . . . . . 7 <sup>3</sup> / <sub>10</sub> s, 1902,	20,000.00	20,000.00	26,200.00
RAILROAD BONDS.			
N. Y. Central & Hudson River, . . . . . 7s, 1903,	10,000.00	10,000.00	13,400.00
Chic., Mil. & St. P., Mineral Pt. Div., . . . . . 5s, 1910,	15,000.00	15,000.00	15,150.00
" " " Pac. West. Div., . . . . . 5s, 1921,	5,000.00	5,000.00	5,250.00
" " " Dubuque Div., . . . . . 6s, 1920,	5,000.00	5,000.00	5,825.00
Chic. & Northwest., Menominee Ex., . . . . . 7s, 1911,	10,000.00	10,000.00	13,600.00
" " " Chic. & Tomah, . . . . . 6s, 1905,	5,000.00	5,000.00	5,900.00
" " " N. West. Union, . . . . . 7s, 1917,	15,000.00	15,000.00	20,850.00
Iowa Falls & Sioux City, . . . . . 7s, 1917,	15,000.00	15,000.00	19,800.00
Atchison, Topeka & Santa Fé, . . . . . 7s, 1899,	1,000.00	1,000.00	1,210.00

## SOUTHINGTON SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.				PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.						
20 shares	National Exchange,	Hartford,	\$	1,000.00	960.00	1,200.00
22 "	Ætna National,	"		2,200.00	2,200.00	2,310.00
31 "	Charter Oak National,	"		3,100.00	3,100.00	3,410.00
64 "	First	"		6,400.00	6,400.00	6,400.00
175 "	American	"		8,750.00	8,750.00	11,025.00
6 "	Farmers & Mechanics Nat.,	"		600.00	600.00	630.00
16 "	Phoenix National,	"		1,600.00	1,600.00	1,920.00
32 "	City,	"		3,200.00	3,200.00	3,200.00
216 "	Yale	New Haven,		21,600.00	21,600.00	23,976.00
158 "	Merchants	"		7,900.00	7,900.00	8,690.00
35 "	National Tradesmens,	"		3,500.00	3,500.00	5,075.00
244 "	New Haven Co. National,	"		2,440.00	2,440.00	2,928.00
50 "	Second	"		5,500.00	5,500.00	7,562.50
10 "	Middletown	Middletown,		750.00	750.00	1,050.00
56 "	Middlesex County	"		5,600.00	5,600.00	5,880.00
30 "	First	"		3,000.00	3,000.00	3,000.00
60 "	First	Norwich,		6,000.00	6,000.00	5,700.00
40 "	Second	"		4,000.00	4,000.00	4,800.00
50 "	Thames	"		5,000.00	5,000.00	7,000.00
147 "	Home	Meriden,		14,700.00	14,700.00	17,640.00
157 "	First	"		15,700.00	15,700.00	17,270.00
100 "	Meriden	"		10,000.00	10,000.00	13,000.00
41 "	Birmingham	"		4,100.00	4,100.00	6,970.00
15 "	New Britain	New Britain,		1,500.00	1,500.00	2,250.00
93 "	Southington	Southington,		9,300.00	9,300.00	9,300.00
72 "	National Bank of Com.,	New York,		7,200.00	7,200.00	12,240.00
45 "	American Exchange Nat.,	"		4,500.00	4,500.00	6,300.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,399; total amount,	\$144,943.72
2	Number of depositors having over \$500 and less than \$1,000,	192; total amount,	134,655.59
3	Number of depositors having \$1,000 and not over \$2,000,	116; total amount,	151,547.22
4	Number of depositors having over \$2,000 and not over \$10,000,	57; total amount,	185,245.67
5	Number of depositors having over \$10,000,	1; total amount,	15,689.03
6	Total number of depositors,	1,765; total deposits,	\$632,081.23
7	Largest amount due a single depositor,	\$15,689.03.	
8	Number of accounts opened during the year,	313; number closed,	166.
9	Amount of income received during the year,	\$30,259.81.	
10	Amount of dividends declared during the year,	\$27,645.79.	
11	Amount deposited, including interest credited, the past year,	\$186,836.65.	
12	Amount withdrawn during the year,	\$107,032.95.	
13	Increase of deposits the past year,	\$79,803.70.	

## SOUTHINGTON SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 14 Amount carried to surplus or profit and loss during the year, none.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 5 per cent.; when paid, January and July.
- 18 State tax during the past year, \$1,270.36.
- 19 Total office expenses the past year, including salaries, \$1,848.86.
- 20 Net amount of income during the year from real estate owned, \$132.50.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$32,500.00.
- 24 Date of annual meeting for choice of officers, Fourth Wednesday in June.

OFFICERS. — President, W. S. Plumb; Vice-President, M. H. Holcomb; Treasurer, L. B. Neal; Directors or Trustees, Amon Bradley, Roswell A. Neal, George B. Finch, Charles D. Barnes, Merit N. Woodruff, James H. Pratt, James H. Osborne, Wm. H. Cummings, Charles H. Clark.



## SOUTH NORWALK SAVINGS BANK.

JOHN H. KNAPP, Treasurer.

INCORPORATED, 1860.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$318,011.41	Whole Amount of Deposits,	\$494,849.90
Loans on Collateral Security,	128,596.71	Surplus Account,	33,000.00
Loans on Pers'l Secu'ty only,	5,750.00	Interest Account,	10,826.29
Town, City, & Corp'n Bonds,	27,715.00	Rent Account,	232.40
City of So. Norwalk Notes,	15,900.00	Profit and Loss Account,	1,943.07
School Dist. Notes & Orders,	21,375.00		
Bank Stocks in Connecticut,	6,700.00		
Bank Stocks in other States,	3,000.00		
Real Estate by Foreclosure,	8,600.00		
Tax Account,	565.75		
Expense Account,	508.23		
Cash in Banks,	4,129.56		
Total Assets,	\$540,851.66	Total Liabilities,	\$540,851.66

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
SCHOOL DISTRICT NOTES AND ORDERS.			
South Norwalk Union School District,	\$ 20,500.00	20,500.00	20,500.00
South Five Mile River " "	875.00	875.00	875.00
TOWN, CITY, AND CORPORATION BONDS.			
City of Cincinnati, Ohio, 7 <sup>3</sup> / <sub>10</sub> s,	11,000.00	14,395.00	14,395.00
" " " " 6s,	4,000.00	4,560.00	4,560.00
City of St. Louis, Mo., 6s,	1,000.00	1,090.00	1,090.00
" " " " 7s,	2,000.00	2,520.00	2,520.00
" Columbus, Ohio, 6s,	5,000.00	5,150.00	5,150.00
BANK STOCKS.			
5 shares First National, New Canaan, Conn.,	500.00	500.00	500.00
7 " First National, So. Norwalk, "	700.00	700.00	700.00
55 " City " " "	5,500.00	5,500.00	5,775.00
30 " Western " New York City,	3,000.00	3,000.00	2,820.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,081; total amount, \$205,987.21
2	Number of depositors having over \$500 and less than \$1,000,	201; total amount, 120,933.01
3	Number of depositors having \$1,000 and not over \$2,000,	83; total amount, 107,145.65
4	Number of depositors having over \$2,000 and not over \$10,000,	25; total amount, 60,784.03
6	Total number of depositors,	2,390; total deposits, \$494,849.90

## SOUTH NORWALK SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 7 Largest amount due a single depositor, \$3,500.45.
- 8 Number of accounts opened during the year, 492; number closed, 262.
- 9 Amount of income received during the year, \$28,692.58.
- 10 Amount of dividends declared during the year, \$17,748.65.
- 11 Amount deposited, including interest credited, the past year, \$221,011.66.
- 12 Amount withdrawn during the year, \$182,760.69.
- 13 Increase of deposits the past year, \$38,250.97.
- 14 Amount carried to surplus or profit and loss during the year, \$7,462.31.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent. ; when paid, January and July.
- 18 State tax during the past year, \$1,008.50.
- 19 Total office expenses the past year, including salaries, \$1,623.20.
- 20 Net amount of income during the year from real estate owned, \$1,143.73.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$35,299.38.
- 24 Date of annual meeting for choice of officers, July.

OFFICERS. — President, Alden Solmans; Treasurer, John H. Knapp; Trustees, Alden Solmans, John H. Ferris, John H. Knapp, Edwin Adams, Henry I. Smith, Oliver W. Weed, Dudley R. Ely, Edward Beard, John H. Light.

## SOUTHPORT SAVINGS BANK.

CHAS. C. PERRY, Treasurer.

INCORPORATED, 1854.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$52,750.00	Whole Am't of Deposits,	\$512,071.71
Loans on Collateral Security,	8,410.00	Surplus Account,	15,500.00
Loans on Pers'l Secur'y only,	700.00	Interest Acc't (Profit & Loss),	27,106.52
Town, City, and Corp'n Bd's,	139,000.00		
Railroad Bonds,	305,000.00		
Bank Stocks in Connecticut,	8,100.00		
Bank Stocks in other States,	17,700.00		
Real Estate by Foreclosure,	5,911.86		
Banking House,	5,000.00		
Expense Account,	1,534.86		
Cash in Bank,	9,406.63		
Cash on hand,	1,164.88		
Total Assets,	\$554,678.23	Total Liabilities,	\$554,678.23

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
New York City,	7s, 1888, . \$	30,000.00	30,000.00
Bridgeport "	7s, 1900, .	25,000.00	25,000.00
Brooklyn, "	7s, 1915, .	1,000.00	1,000.00
Cincinnati "	7s, 1904, .	3,000.00	3,000.00
Chicago "	7s, 1889-1895, .	15,000.00	15,000.00
St. Louis "	6s, 1891, .	16,000.00	16,000.00
" "	6s, 1894, .	4,000.00	4,000.00
Columbus "	6s, 1896, .	15,000.00	15,000.00
Cincinnati "	5s, 1910, .	10,000.00	10,000.00
Cleveland "	5s, 1893, .	10,000.00	10,000.00
Borough of Danbury,	4½s, 1900, .	10,000.00	10,000.00
RAILROAD BONDS.			
Illinois Central,	4s, 1951,	85,000.00	85,000.00
Chicago, Burlington & Quincy,	4s, 1927,	22,000.00	22,000.00
Chicago, Milwaukee & St. Paul,	5s, 1921,	15,000.00	15,000.00
" "	5s, 1910,	18,000.00	18,000.00
Ottumwa & Cedar Falls,	5s, 1909,	31,000.00	31,000.00
Chicago, Milwaukee & St. Paul,	6s, 1909,	20,000.00	20,000.00
" "	6s, 1920,	6,000.00	6,000.00
New York, Lackawanna & Western,	6s, 1921,	10,000.00	10,000.00
Midland of New Jersey,	6s, 1910,	6,000.00	6,000.00
N. Y. Central & Hudson River,	7s, 1903,	30,000.00	30,000.00



## SOUTHPORT SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION. — CONTINUED.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.				
Delaware & Hudson Canal,	7s, 1891, \$	15,000.00	15,000.00	16,500.00
“ “ “	7s, 1894,	10,000.00	10,000.00	11,600.00
“ “ “	7s, 1917,	5,000.00	5,000.00	6,900.00
Burlington & Missouri River,	7s, 1893,	5,000.00	5,000.00	5,662.50
Atchison, Topeka & Santa Fe,	7s, 1899,	10,000.00	10,000.00	12,050.00
Northwestern Union,	7s, 1917,	15,000.00	15,000.00	20,250.00
Warren,	7s, 1900,	1,000.00	1,000.00	1,250.00
Cedar Rapids & Missouri River,	7s, 1916,	1,000.00	1,000.00	1,337.50
BANK STOCKS.				
22 shares Continental National, New York,		2,200.00	2,200.00	2,684.00
40 “ Fourth “ “		4,000.00	4,000.00	5,440.00
50 “ Third “ “		5,000.00	5,000.00	5,500.00
14 “ Central “ “		1,400.00	1,400.00	1,806.00
30 “ Bank State of New York, “		3,000.00	3,000.00	3,450.00
5 “ St. Nicholas, “		500.00	500.00	550.00
80 “ Phoenix National, “		1,600.00	1,600.00	2,160.00
60 “ Central “ Middletown, Ct.,		4,500.00	4,500.00	4,725.00
16 “ National Bank of Norwalk, “		1,600.00	1,600.00	1,680.00
20 “ Southport National, Southport, “		2,000.00	2,000.00	3,600.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	869; total amount,	\$114,713.54
2	Number of depositors having over \$500 and less than \$1,000,	119; total amount,	84,711.43
3	Number of depositors having \$1,000 and not over \$2,000,	124; total amount,	170,585.31
4	Number of depositors having over \$2,000 and not over \$10,000,	37; total amount,	129,009.72
5	Number of depositors having over \$10,000,	1; total amount,	13,051.71
6	Total number of depositors,	1,150; total deposits,	\$512,071.71
7	Largest amount due a single depositor,	\$13,051.71.	
8	Number of accounts opened during the year,	129; number closed,	128.
9	Amount of income received during the year,	\$30,253.21.	
10	Amount of dividends declared during the year,	\$19,099.38.	
11	Amount deposited, including interest credited, the past year,	\$83,956.67.	
12	Amount withdrawn during the year,	\$78,827.97.	
13	Increase of deposits the past year,	\$5,128.70.	
14	Amount carried to surplus or profit and loss during the year,	none.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	\$950.	
17	Rate of dividend the last year, 3 and 4 per cent; when paid, January 1st, and July 1st.		
18	State tax during the past year,	\$1,122.55.	
19	Total office expenses the past year, including salaries,	\$3,799.97.	
20	Net amount of income during the year from real estate owned,	\$69.78.	
21	What assets, if any, yielding no income during the year,	\$600.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	

## SOUTHPORT SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 23 Largest amount loaned to one individual company, society, or corporation  
\$6,000.
- 24 Date of annual meeting for choice of officers, about July 1st.

OFFICERS. — President, John H. Perry; Treasurer, Charles C. Perry; Directors or Trustees, Ebenezer Monroe, W. B. Meeker, O. B. Jennings, Charles M. Taintor, George Bulkley, Franklin Bulkley, Oliver Bulkley, Simon C. Sherwood, Benjamin A. Bulkley, John H. Wood, Edward Henshaw, Moses Bulkley, Francis Jelliff, W. H. Bradley, Charles Jennings, John A. Gorham, Arthur O. Jennings, Charles C. Perry.

## STAFFORD SAVINGS BANK, STAFFORD SPRINGS.

CHAS. F. HARWOOD, Treasurer.

INCORPORATED, 1872.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$174,028.40	Whole Amount of Deposits, \$380,149.47
Loans on Collateral Security, 83,134.72	Surplus Account, . . . 1,025.00
Loans on Personal Sec'y only, 8,375.00	Interest Account, . . . 5,689.94
Railroad Bonds, . . . 73,070.00	Profit and Loss, . . . 1,469.00
Bank Stocks in Connecticut, 18,450.00	
Cash in Banks, . . . 25,484.10	
Cash on hand, . . . 5,791.19	
Total Assets, . . . \$388,333.41	Total Liabilities, . . . \$388,333.41

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.			
Chi., Mil. & St. Paul, first mortgage:—			
La Crosse Division, 7s, 1893, \$	20,000.00	23,700.00	23,000.00
Chicago & Milwaukee Division, 7s, 1903,	9,000.00	11,360.00	11,250.00
Southwestern, . . . 6s, 1909,	11,000.00	12,595.00	12,595.00
Wisconsin Valley, . . . 7s, 1909,	5,500.00	6,902.50	6,902.50
Dubuque Division, . . . 6s, 1920,	5,000.00	5,712.50	5,762.50
Iowa Falls & Sioux City, 1st mtg., 7s, 1917,	10,000.00	12,800.00	13,200.00
BANK STOCKS.			
100 shares Second National Bank, Norwich,	10,000.00	10,000.00	11,800.00
55 " Mercantile " Hartford,	5,500.00	4,950.00	4,400.00
8 " First National Bank, Wallingford,	800.00	800.00	800.00
2 " Rockville Nat'l B'k, Rockville, Conn.,	200.00	200.00	200.00
25 " First Nat'l Bank of Stafford Springs,	2,500.00	2,500.00	2,500.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,104; total amount,	\$149,847.90
2	Number of depositors having over \$500 and less than \$1,000,	163; total amount,	116,581.52
3	Number of depositors having \$1,000 and not over \$2,000,	73; total amount,	89,665.49
4	Number of depositors having over \$2,000 and not over \$10,000,	11; total amount,	24,054.56
6	Total number of depositors,	1,351; total deposits,	\$380,149.47
7	Largest amount due a single depositor,	\$4,408.90.	
8	Number of accounts opened during the year,	90; number closed,	346.
9	Amount of income received during the year,	\$23,082.46.	



## STAFFORD SAVINGS BANK, STAFFORD SPRINGS.—CONT'D.

## MISCELLANEOUS ITEMS.—CONTINUED.

- 10 Amount of dividends declared during the year, \$15,965.34.
- 11 Amount deposited, including interest credited, the past year, \$69,131.72.
- 12 Amount withdrawn during the year, including 15 per cent. scale, \$206,456.64.
- 13 Decrease of deposits the past year, \$137,324.92.
- 14 Amount carried to surplus or profit and loss during the year, \$2,494.00.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, \$95,461.01.
- 17 Rate of dividend the last year, 4 per cent.; when paid, January and July.
- 18 State tax during the past year, \$911.11.
- 19 Total office expenses the past year, including salaries, \$2,240.96.
- 20 Net amount of income during the year from real estate owned, none owned.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$31,000.
- 24 Date of annual meeting for choice of officers, third Wednesday in July.

OFFICERS.—President, Chas. Holt; Vice-Presidents, Wm. M. Corbin, and J. H. Reed; Treasurer, Chas. F. Harwood; Directors or Trustees, Edwin C. Pinney, J. J. Ellis, Geo. C. Parkess, James McLaughlin, James Risley, E. G. Dimock, Davis A. Baker, L. F. Rawitser.

## STAMFORD SAVINGS BANK.

FRANKLIN MILLER, Treasurer.

INCORPORATED, 1851.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$921,291.00	Whole Am't of Deposits, . . .	\$2,073,631.54
Loans on Collateral Security, . . .	303,176 92	Surplus Account, . . .	70,000.00
Loans on Personal Sec'y only, . . .	9,974.00	Interest Account, . . .	55,842.58
United States Bonds, . . .	30,000.00	Profit and Loss, . . .	50,252.06
Town, City, and Corp. Bonds, . . .	212,630.00	Rent Account, . . .	1,254.23
Town, City, and Borough Notes and Orders, . . .	1,589.76		
School Dist. Notes and Orders, . . .	1,900.00		
Railroad Bonds, . . .	556,733.19		
Bank Stocks in Connecticut, . . .	67,321.50		
Bank Stocks in other States, . . .	5,000.00		
Banking House, . . .	36,469.01		
Tax Account, . . .	2,515.54		
Expense Account, . . .	4,667.31		
Safe and Furniture Account, . . .	7,500.00		
Returnable tax and Ins. Acct., . . .	52.84		
Cash in Bank, . . .	76,941.34		
Cash on hand, . . .	13,218.09		
Total Assets, . . .	\$2,250,980 50	Total Liabilities, . . .	\$2,250,980.50

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Registered, . . . . .	\$ 30,000.00	30,000.00	38,700.00
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Borough of Greenwich, Conn., . . . . .	1,589.76	1,589.76	1,589.76
SCHOOL DISTRICT NOTES AND ORDERS.			
Byrum School District, Greenwich, Conn., . . .	400.00	400.00	400.00
Glenville " " " " " . . . . .	1,500.00	1,500.00	1,500.00
TOWN, CITY, AND CORPORATION BONDS.			
Cincinnati Public Wharf, 7s, 1890, . . . . .	1,000.00	1,000.00	1,020.00
" Municipal, 7s, 1908, . . . . .	11,000.00	13,640.00	14,190.00
" " 6s, 1906, . . . . .	29,000.00	33,350.00	34,800.00
St. Louis City, 6s, 1894, . . . . .	5,000.00	5,300.00	5,500.00
" " 6s, 1906, . . . . .	15,000.00	16,500.00	17,850.00
Borough of Norwalk, 4s, 1896, . . . . .	10,000.00	10,000.00	10,100.00
" " " 4s, 1897, . . . . .	20,000.00	20,400.00	20,300.00
" " " 4s, 1907, . . . . .	20,000.00	20,600.00	20,700.00
" " Stamford, 4s, 1891, . . . . .	20,000.00	20,000.00	20,000.00
" " " 4s, 1896, . . . . .	20,000.00	20,400.00	20,400.00
" " " 4s, 1901, . . . . .	20,000.00	20,600.00	20,700.00
" " Birmingham, 4s, 1908, . . . . .	10,000.00	10,240.00	10,240.00
District of Columbia, 5s, 1899, . . . . .	20,000.00	20,600.00	22,400.00

## STAMFORD SAVINGS BANK.—CONTINUED.

## INVESTMENTS.—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.				
Columbus & Xenia,	7s, 1890, \$	5,000.00	5,000.00	5,250.00
Terre Haute & Indianapolis,	7s, 1893,	34,000.00	36,040.00	37,400.00
N. Y. Central & Hudson River,	7s, 1903,	21,000.00	26,385.00	28,560.00
“ “ “ reg.,	7s, 1903,	10,000.00	12,700.00	13,600.00
Illinois Central, Springfield Div.,	6s, 1898,	42,000.00	46,260.00	47,888.00
N. Y., N. Haven & Hartford, reg.,	4s, 1903,	30,000.00	30,000.00	33,150.00
Chic. & N. W., Madison Extension,	7s, 1911,	26,000.00	33,280.00	34,580.00
“ “ N. W. Union Div.,	7s, 1917,	55,000.00	69,300.00	73,975.00
“ “ Menominee Ex.,	7s, 1911,	12,000.00	15,000.00	15,960.00
“ “ Chicago & T. Div.,	6s, 1905,	10,000.00	11,500.00	11,650.00
Chic., Mil. & St. P., C. P. & W. Div.,	5s, 1921,	65,000.00	64,581.94	67,600.00
“ “ “ Mineral P't Div.,	5s, 1921,	45,000.00	43,606.25	45,000.00
“ “ “ Southwest. Div.,	6s, 1909,	30,000.00	33,000.00	33,450.00
“ “ “ Dubuque Div.,	6s, 1920,	35,000.00	40,250.00	40,250.00
Ottumwa, Cedar Falls & St. Paul,	5s, 1909,	20,000.00	20,550.00	21,000.00
Shamokin Valley & Pottsville,	7s, 1901,	15,000.00	18,000.00	18,600.00
Jefferson, Madison & Indianapolis,	7s, 1906,	8,000.00	8,640.00	8,960.00
Wisconsin Valley, Prior 1st Mtge.,	7s, 1907,	11,000.00	13,750.00	14,190.00
Delaware & Bound Brook,	7s, 1905,	8,000.00	10,240.00	10,480.00
Sunbury & Lewistown,	7s, 1896,	11,000.00	12,650.00	12,870.00
Fonda, Johnstown & Gloversville,	7s, 1900,	5,000.00	6,000.00	6,100.00
BANK STOCKS.				
419 shares Stamford National Bank,		12,760.00	17,533.50	20,112.00
14 “ Farmers & Mechanics Nat., Hartford,		1,400.00	1,540.00	1,470.00
15 “ Hurlbut “ Winsted,		1,500.00	2,100.00	2,250.00
100 “ First “ Norwich,		10,000.00	10,000.00	10,000.00
20 “ Pequonnock, “ Bridgeport,		2,000.00	2,320.00	2,360.00
77 “ National Pahquioque, Danbury,		7,700.00	9,933.00	9,933.00
30 “ City National, South Norwalk,		3,000.00	3,210.00	3,210.00
50 “ Danbury National, Danbury,		5,000.00	6,950.00	6,950.00
59 “ Fairfield County National, Norwalk,		5,900.00	6,785.00	5,900.00
50 “ Second National, New Haven,		5,000.00	6,950.00	6,950.00
50 “ The Western National, New York,		5,000.00	5,000.00	4,825.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	4,229; total amount,	\$626,591.15
2	Number of depositors having over \$500 and less than \$1,000,	582; total amount,	399,958.23
3	Number of depositors having \$1,000 and not over \$2,000,	363; total amount,	485,914.54
4	Number of depositors having over \$2,000 and not over \$10,000,	133; total amount,	526,746.42
5	Number of depositors having over \$10,000,	3; total amount,	34,421.20
6	Total number of depositors,	5,310; total deposits,	\$2,073,631.54
7	Largest amount due a single depositor,	\$12,600.00.	
8	Number of accounts opened during the year,	860; number closed,	743.
9	Amount of income received during the year,	\$113,933.26.	



## STAMFORD SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 10 Amount of dividends declared during the year, \$74,680.58.
- 11 Amount deposited, including interest credited, the past year, \$515,715.28.
- 12 Amount withdrawn during the year, \$388,047.19.
- 13 Increase of deposits the past year, \$127,668.09.
- 14 Amount carried to surplus or profit and loss during the year, \$10,000.00.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, \$200.00.
- 17 Rate of dividend the last year, 4 per cent.; when paid, October, 1887, and April, 1888.
- 18 State tax during the past year, \$4,815.07.
- 19 Total office expenses the past year, including salaries, \$7,200.43.
- 20 Net amount of income during the year from real estate owned, \$1,994.71.
- 21 What assets, if any, yielding no income during the year, \$18,924.00.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$70,000.00.
- 24 Date of annual meeting for choice of officers, July.

OFFICERS. — President, Geo. H. Hoyt; Vice-President, Chas. A. Hawley; Treasurer, Franklin Miller; Directors or Trustees, John B. Reed, Wm. H. Judd, Albert G. Weed, Theo. Leeds, Wm. W. Skiddy, Franklin Miller, Stephen E. Reed, Amos M. Brush, Wm. L. Munsell.

## STATE SAVINGS BANK, HARTFORD.

JOHN W. STEDMAN, Treasurer.

INCORPORATED, 1858.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$911,206.50	Whole Am't of Deposits,	\$2,718,705.11
Loans on Collateral Security,	58,467.00	Surplus Account,	84,527.57
Loans on Pers'al Sec'y only,	200.00	Interest Account,	13,263.82
Town, City, & Corp'n Bonds,	259,900.00		
West Hartford Note,	425.00		
Railroad Bonds,	621,645.00		
Bank Stocks in Connecticut,	344,060.00		
Bank Stock in other States,	10,000.00		
Real Estate by Foreclosure,	541,353.52		
Banking House,	34,000.00		
Expense Account,	7,504.07		
Cash in Bank,	22,373.22		
Cash on hand,	5,362.19		
Total Assets,	\$2,816,496.50	Total Liabilities,	\$2,816,496.50

## INVESTMENTS.

DISCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.				
City of Cincinnati, Ohio,	7 <sup>3</sup> / <sub>10</sub> s, 1902,	80,000.00	105,790.00	105,600.00
“ “ “	7 <sup>3</sup> / <sub>10</sub> s, 1906,	80,000.00	107,090.00	108,000.00
“ “ Imp’s, 5s, 1889, ’90, ’92, ’93,		25,052.90	25,870.00	25,877.55
“ Boston, Mass.,	6s, 1903,	2,000.00	2,710.00	2,700.00
“ “ “	5s, 1905,	1,000.00	1,260.00	1,260.00
“ Cleveland, Ohio,	7s, 1895,	6,000.00	7,640.00	7,500.00
“ “ “	6s, 1895,	4,000.00	4,540.00	4,480.00
Town of Middletown,	6s, 1889,	5,000.00	5,000.00	5,000.00
RAILROAD BONDS.				
Chi., Mil. & St. Paul:—				
Mineral Point Division,	5s, 1910,	80,000.00	80,000.00	80,600.00
Chicago & Pacific, Western Div.,	5s, 1921,	50,000.00	50,000.00	52,000.00
Dubuque Division,	6s, 1929,	20,000.00	23,800.00	23,600.00
Southwestern Division,	6s, 1909,	20,000.00	23,700.00	23,000.00
Chicago & Northwestern:				
Madison Extension,	7s, 1911,	65,000.00	85,360.00	87,750.00
Northwestern Union,	7s, 1917,	65,000.00	87,175.00	89,700.00
Menominee,	7s, 1911,	35,000.00	46,350.00	47,250.00
Joliet and Northern Indiana,	7s, 1907,	55,000.00	71,520.00	72,050.00
N. Y. Central & Hudson Riv. R. R.,	7s, 1903,	25,000.00	33,750.00	33,750.00
Delaware & Bound Brook,	7s, 1905,	20,000.00	26,850.00	26,600.00
Morris & Essex,	7s, 1914,	20,000.00	28,600.00	28,400.00
Iowa Falls & Sioux City,	7s, 1917,	20,000.00	27,300.00	26,400.00
Oswego & Rome,	7s, 1915,	15,000.00	19,350.00	19,950.00

## STATE SAVINGS BANK, HARTFORD. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS. — CONTINUED.				
Warren,	7s, 1900, \$	7,000.00	8,000.00	8,000.00
Shamokin Valley & Pottsville,	7s, 1901,	4,000.00	5,120.00	5,000.00
Buffalo, New York & Erie,	7s, 1916,	2,000.00	2,770.00	2,700.00
Erie & Pittsburgh,	7s, 1890,	2,000.00	2,000.00	2,100.00
BANK STOCKS.				
40 shares	Ætna National, Hartford, Conn.,	4,000.00	4,000.00	4,200.00
361 "	American "	18,050.00	25,000.00	24,548.00
40 "	Charter Oak "	4,000.00	4,600.00	4,400.00
50 "	Far. & Mech. "	5,000.00	5,500.00	5,250.00
253 "	First "	25,300.00	26,565.00	25,300.00
60 "	Hartford "	6,000.00	9,600.00	9,600.00
600 "	Mercantile "	60,000.00	60,000.00	57,000.00
80 "	Phoenix "	8,000.00	11,000.00	10,000.00
120 "	City, "	12,000.00	12,000.00	12,000.00
20 "	Conn. River Banking Co., "	1,000.00	1,000.00	1,000.00
10 "	State Bank, "	1,000.00	1,000.00	1,000.00
222 "	Conn. T'st & S'fe Dep. Co., "	22,200.00	28,900.00	31,080.00
250 "	Security Co., "	25,000.00	31,250.00	33,750.00
65 "	Central National, Middlet'n, Conn.,	4,875.00	7,400.00	7,150.00
10 "	Citizens " Waterbury, "	1,000.00	1,450.00	1,450.00
70 "	First " Meriden, "	7,000.00	8,330.00	8,330.00
100 "	Home " " "	10,000.00	13,230.00	13,230.00
13 "	New Brit'n " New Brit'n, "	1,300.00	1,885.00	1,885.00
50 "	First " Litchfield, "	5,000.00	6,000.00	6,000.00
100 "	" " Norwich, "	10,000.00	11,000.00	10,000.00
100 "	Second " " "	10,000.00	12,250.00	12,250.00
250 "	Thames " " "	25,000.00	36,000.00	36,000.00
400 "	Uncas " " "	20,000.00	22,500.00	22,500.00
300 "	New Haven Co. National, N. Haven,	3,000.00	3,600.00	3,600.00
100 "	Western National, New York,	10,000.00	10,000.00	10,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	4,897; total amount,	\$559,452.55
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	836; total amount,	572,830.91
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	614; total amount,	829,325.48
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	251; total amount,	757,096.17
6	Total number of depositors, . . . . .	6,598; total deposits,	\$2,718,705.11
7	Largest amount due a single depositor,	\$7,845.31.	
8	Number of accounts opened during the year,	737; number closed,	525.
9	Amount of income received during the year,	\$145,752.22	
10	Amount of dividends declared during the year,	\$101,155.56.	
11	Amount deposited, including interest credited, the past year,	\$646,976.26.	
12	Amount withdrawn during the year,	\$517,221.28.	



## STATE SAVINGS BANK, HARTFORD. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 13 Increase of deposits the past year, \$129,754.98.
- 14 Amount carried to surplus or profit and loss during the year, \$5,824.97.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, August 1st, and February 1st.
- 18 State tax during the past year, \$4,765.78.
- 19 Total office expenses the past year, including salaries, \$7,504.07.
- 20 Net amount of income during the year from real estate owned, \$15,318.38.
- 21 What assets, if any, yielding no income during the year, \$34,863.83.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$50,000.00.
- 24 Date of annual meeting for choice of officers, third Wednesday in July,

OFFICERS. — President, G. F. Davis; Treasurer, John W. Stedman; Directors or Trustees, G. F. Davis, Henry Kellogg, William Hamersley, Miles W. Graves, D. W. C. Skilton, Samuel Taylor, Leverett Brainard, James Nichols, Clarence B. Ingraham, Henry E. Taintor, George E. Hatch, Charles Billings, John W. Stedman.

## THE STONINGTON SAVINGS BANK.

D. B. SPALDING, Treasurer.

INCORPORATED, 1850.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$346,755.87	Whole Amount of Deposits, \$	689,613.45
Loans on Collateral Security, . . .	29,746.00	Surplus Account, . . .	45,712.95
Loans on Personal Sec'y only, . . .	7,338.90	Interest Account, . . .	6,994.77
United States Bonds, . . .	4,050.00	Cash Overdrawn, Due Bank, . . .	3,389.83
Town, City, and Borough Notes and Orders, . . .	1,012.50		
Railroad Bonds, . . .	81,132.35		
Bank Stocks in Connecticut, . . .	98,986.50		
Real Estate by Foreclosure, . . .	172,939.20		
Tax Account, . . .	2,009.05		
Insurance Account, . . .	135.13		
Expense Account, . . .	1,605.50		
Total Assets, . . .	\$745,711.00	Total Liabilities, . . .	\$745,711.00

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Fours of 1907, Coupon, . . . . . \$	4,000.00	4,050.00	5,160.00
RAILROAD BONDS.			
New York Central & Hudson River, 5s, 1893, .	4,000.00	3,720.00	4,260.00
Joliet & Northern Indiana, 7s, 1907, .	8,000.00	7,700.00	9,600.00
Chicago, Rock Island & Pacific, 6s, 1917, .	5,000.00	6,180.42	6,600.00
North Western Union, 7s, 1917, .	5,000.00	6,570.97	6,500.00
Mineral Range, 8s, 1888, .	10,000.00	10,914.66	10,000.00
Chicago, Milwaukee & St. Paul:			
Mineral Point Division, 5s, 1919, .	15,000.00	14,316.72	15,000.00
C. P. & Western " 5s, 1921, .	12,000.00	11,729.58	12,240.00
Mineral Range " 5s, 1915, .	20,000.00	20,000.00	20,000.00
BANK STOCKS.			
32 shares City, Hartford, Conn., . . .	3,200.00	3,200.00	3,200.00
301 " First National, Stonington, Ct., .	30,100.00	35,164.00	42,140.00
161 " Uncas " Norwich, " .	8,050.00	10,065.00	9,016.00
35 " Norwich " " " .	3,500.00	4,060.00	3,150.00
39 " Merchants " " " .	3,900.00	3,900.00	4,290.00
212 " First " " " .	21,200.00	23,547.00	20,140.00
50 " Second " " " .	5,000.00	5,980.00	6,000.00
39 " Thames " " " .	3,900.00	5,868.00	5,070.00
129 " Pawcatuck " Pawcatuck, " .	6,000.00	7,202.50	7,440.00

## STONINGTON SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	958; total amount,	\$109,980.57
2	Number of depositors having over \$500 and less than \$1,000,	162; total amount,	113,555.31
3	Number of depositors having \$1,000 and not over \$2,000,	107; total amount,	145,108.07
4	Number of depositors having over \$2,000 and not over \$10,000,	68; total amount,	252,528.14
5	Number of depositors having over \$10,000,	5; total amount,	68,441.36
6	Total number of depositors,	1,300; total deposits,	\$689,613.45
7	Largest amount due a single depositor,	\$17,676.64.	
8	Number of accounts opened during the year,	127; number closed,	114.
9	Amount of income received during the year,	\$38,123.17.	
10	Amount of dividends declared during the year,	\$20,227.95.	
11	Amount deposited, including interest credited, the past year,	\$76,552.20.	
12	Amount withdrawn during the year,	\$84,071.58.	
13	Decrease of deposits the past year,	\$7,519.38.	
14	Amount carried to surplus or profit and loss during the year,	\$2,130.69.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	none,	
17	Rate of dividend the last year,	4 per cent.; when paid,	June and Dec. 15th.
18	State tax during the past year,	\$1,258.40.	
19	Total office expenses the past year, including salaries,	\$2,339.92.	
20	Net amount of income during the year from real estate owned,	\$1,522.16.	
21	What assets, if any, yielding no income during the year,	\$25,200.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$27,000.00.	
24	Date of annual meeting for choice of officers,	June 26, 1888.	

OFFICERS. — President, Oliver B. Grant; Treasurer, D. B. Spalding; Directors or Trustees, Oliver B. Grant, Richard A. Wheeler, Joseph E. Smith, William E. Brewster, William J. H. Pollard, Moses Pendleton, Lodowick N. Latham, Oliver D. Chesebro, Daniel B. Spalding, Moses A. Pendleton.



## SUFFIELD SAVINGS BANK.

SAMUEL WHITE, Treasurer.

INCORPORATED, 1869.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$88,611.00	Whole Am't of Deposits,	\$114,536.19
Loans on Collateral Security,	2,800.00	Surplus Account,	6,921.48
Loans on Pers'l Sec'ty only,	3,500.00	Interest Account,	305.35
Railroad Stocks,	1,500.00		
Bank Stocks in Connecticut,	24,200.00		
Expense Account,	34.33		
Cash on hand,	1,117.69		
Total Assets,	\$121,763.02	Total Liabilities,	\$121,763.02

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD STOCKS.			
30 shares Connecticut Western,	\$ 3,000.00	1,500.00	1,500.00
BANK STOCKS.			
124 shares First National, Suffield,	12,400.00	12,400.00	14,880.00
34 " " Hartford,	3,400.00	3,400.00	3,400.00
9 " Mercantile, "	900.00	900.00	900.00
48 " City, "	4,800.00	4,800.00	4,320.00
40 " Connecticut River, "	2,000.00	2,000.00	2,000.00
7 " Merchants National, Norwich,	700.00	700.00	700.00

## MISCELLANEOUS ITEMS.

1 Number of depositors having \$500 or less,	533; total amount,	\$50,927.76
2 Number of depositors having over \$500 and less than \$1,000,	40; total amount,	26,921.94
3 Number of depositors having \$1,000 and not over \$2,000,	26; total amount,	32,355.53
4 Number of depositors having over \$2,000 and not over \$10,000,	2; total amount,	4,330.96
6 Total number of depositors,	601; total deposits,	\$114,536.19
7 Largest amount due a single depositor,	\$2,325.66.	
8 Number of accounts opened during the year,	80; number closed,	79.
9 Amount of income received during the year,	\$7,233.84.	
10 Amount of dividends declared during the year,	\$4,328.06.	
11 Amount deposited, including interest credited, the past year,	\$30,478.07.	
12 Amount withdrawn during the year,	\$29,567.95.	
13 Increase of deposits the past year,	\$910.12.	
14 Amount carried to surplus or profit and loss during the year,	\$1,768.71.	

## SUFFIELD SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, first day of February and August.
- 18 State tax during the past year, \$159.75.
- 19 Total office expenses the past year, including salaries, \$575.19.
- 20 Net amount of income during the year from real estate owned, none.
- 21 What assets, if any, yielding no income during the year, \$1,500.00, Connecticut Western.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$4,700.00.
- 24 Date of annual meeting for choice of officers, first Wednesday of July.

OFFICERS. — President, William H. Fuller; Treasurer, Samuel White; Directors or Trustees, William H. Fuller, Ralph P. Mather, Alfred Spencer, Horace R. Ford, Clinton Phelps, Samuel White, Martin J. Sheldon, Mathew T. Newton, Horatio K. Nelson, Samuel McAuley, William L. Loomis, Edward A. Fuller.

## THOMASTON SAVINGS BANK.

GEO. H. STOUGHTON, Treasurer.

INCORPORATED, 1874.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$202,010.00	Whole Am't of Deposits, . . .	\$318,379.63
Loans on Collateral Security, . . .	49,986.00	Surplus Account, . . .	12,000.00
Loans on Pers'l Sec'ty only, . . .	16,313.50	Interest Account, . . .	6,868.35
Town, City, and Corp'n B'ds, . . .	5,000.00		
Railroad Bonds, . . .	6,000.00		
Bank Stocks in Connecticut, . . .	51,700.00		
Expense Account, . . .	714.03		
Cash in Bank, . . .	2,566.09		
Cash on hand, . . .	2,958.36		
Total Assets, . . .	\$337,247.98	Total Liabilities, . . .	\$337,247.98

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
Town of Middletown, 6s, 1890, . . . . \$	5,000.00	5,000.00	5,200.00
RAILROAD BONDS.			
Chic., Mil. & St. P., Dubuque Div., 6s, 1920, .	6,000.00	6,000.00	6,960.00
BANK STOCKS.			
10 shares Middlesex Co. Nat., Middletown,	1,000.00	1,000.00	1,200.00
15 " Birmingham " Birmingham,	1,500.00	2,000.00	2,500.00
85 " Manufacturers " Waterbury,	8,500.00	9,000.00	11,050.00
105 " Waterbury " " "	5,250.00	8,000.00	10,000.00
30 " Citizens " " "	3,000.00	4,000.00	4,200.00
30 " Fourth " " "	3,000.00	3,000.00	3,180.00
40 " National Pahquioque, Danbury, .	4,000.00	5,000.00	5,200.00
14 " First National, Meriden, . . .	1,400.00	1,400.00	1,600.00
25 " Home " " . . .	2,500.00	2,500.00	3,125.00
5 " Yale " New Haven, . . .	500.00	500.00	500.00
23 " Second " " . . .	2,300.00	3,000.00	3,220.00
10 " Merchants " " . . .	1,000.00	1,000.00	1,100.00
14 " National Exchange, Hartford, .	700.00	700.00	800.00
11 " New Britain National, New Britain,	1,100.00	1,600.00	1,650.00
40 " Bristol " Bristol, . . .	4,000.00	4,000.00	5,400.00
50 " Southington, " Southington,	5,000.00	5,000.00	5,000.00



## THOMASTON SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS:

1	Number of depositors having \$500 or less,	1,250; total amount,	\$143,513.56
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	114; total amount,	78,597.57
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	50; total amount,	66,925.37
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	12; total amount,	29,343.13
6	Total number of depositors, . . . . .	1,426; total deposits,	\$318,379.63
7	Largest amount due a single depositor,	\$2,956.99.	
8	Number of accounts opened during the year,	239; number closed,	218.
9	Amount of income received during the year,	\$18,420.97.	
10	Amount of dividends declared during the year,	\$13,620.03.	
11	Amount deposited, including interest credited, the past year,	\$82,802.53.	
12	Amount withdrawn during the year,	\$81,682.58.	
13	Increase of deposits the past year,	\$1,119.95.	
14	Amount carried to surplus or profit and loss during the year,	\$1,095.00.	
15	Amount of paper past due,	none.	
16	Amount of paper charged off the past year,	\$125.00.	
17	Rate of dividend the last year, $4\frac{1}{2}$ per cent. ; when paid, $2\frac{1}{2}$ in Jan. and 2 in July.		
18	State tax during the past year,	\$661.34.	
19	Total office expenses the past year, including salaries,	\$1,384.59.	
20	Net amount of income during the year from real estate owned, none owned.		
21	What assets, if any, yielding no income during the year,	none.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$15,000.00.	
24	Date of annual meeting for choice of officers,	last Wednesday in July.	

OFFICERS. — President, I. B. Woodward; Treasurer, George H. Stoughton; Directors or Trustees, I. B. Woodward, Michael Ryan, R. T. Andrews, G. A. Stoughton, Henry F. Bradford, Porter Darrow, Edwin P. Parker, John H. Wood, Geo. H. Stoughton.

## TORRINGTON SAVINGS BANK.

ISAAC W. BROOKS, Treasurer.

INCORPORATED, 1868.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$194,320.00	Whole Am't of Deposits, . . .	\$405,921.80
Loans on Collateral Security, . . .	7,787.29	Surplus Account, . . .	7,326.56
Loans on Pers'al Sec'y only, . . .	44,150.00	Interest Account, . . .	9,560.67
United States Bonds, . . .	41,000.00		
Town, City, and Corp'n B'ds, . . .	54,500.00		
Town, City, and Borough			
Notes and Orders, . . .	58,500.00		
Bank Stocks in Connecticut, . . .	10,700.00		
Cash on hand, . . .	11,851.74		
Total Assets, . . .	\$422,809.03	Total Liabilities, . . .	\$422,809.03

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Four and one-halves of 1891, Registered, . . . \$	20,000.00	21,000.00	21,500.00
Fours of 1907, Registered, . . . . .	20,000.00	20,000.00	25,800.00
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Torrington, orders, . . . . .	23,000.00	23,000.00	23,000.00
Town of Thomaston, orders, . . . . .	10,000.00	10,000.00	10,000.00
Borough of Torrington, orders, . . . . .	25,500.00	25,500.00	25,500.00
TOWN, CITY, AND CORPORATION BONDS.			
Town of Saybrook, . . . 5s, 1899, . . . . .	10,000.00	10,000.00	10,500.00
" Hartford, . . . 4½s, 1904, . . . . .	6,000.00	6,000.00	6,120.00
" Thomaston, . . . 4s, 1904, . . . . .	15,000.00	15,000.00	15,600.00
City of Boston, Mass., . . . 4s, 1890, . . . . .	2,000.00	2,000.00	2,000.00
" Providence, R. I., . . . 5s, 1900, . . . . .	12,000.00	13,200.00	13,350.00
" " " . . . 5s, 1906, . . . . .	3,000.00	3,300.00	3,390.00
Borough of Norwalk, . . . 4s, 1926, . . . . .	5,000.00	5,000.00	5,250.00
BANK STOCKS.			
55 shares First National, Litchfield, . . .	5,500.00	6,050.00	6,050.00
31 " Hurlbut " West Winsted, . . .	3,100.00	4,650.00	4,650.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,401; total amount,	\$139,738.70
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	142; total amount,	98,287.69
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	68; total amount,	88,444.23
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	26; total amount,	79,451.18
6	Total number of depositors, . . . . .	1,637; total deposits,	\$405,921.80

## TORRINGTON SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 7 Largest amount due a single depositor, \$5,562.66.
- 8 Number of accounts opened during the year, 356; number closed, 229.
- 9 Amount of income received during the year, \$19,114.24.
- 10 Amount of dividends declared during the year, \$14,666.75.
- 11 Amount deposited, including interest credited, the past year, \$147,970.39.
- 12 Amount withdrawn during the year, \$115,177.39.
- 13 Increase of deposits the past year, \$32,793.00.
- 14 Amount carried to surplus or profit and loss during the year, \$983.10.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, January 2 per cent., and July 2 per cent.
- 18 State tax during the past year, \$787.71.
- 19 Total office expenses the past year, including salaries, \$1,212.45.
- 20 Net amount of income during the year from real estate owned, none.
- 21 What assets, if any, yielding no income during the year, none.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$10,000.00.
- 24 Date of annual meeting for choice of officers, second Monday in July.

OFFICERS. — President, Lyman W. Coe; Treasurer, Isaac W. Brooks; Trustees, Lyman W. Coe, Bradley R. Agard, Elisha Turner, Isaac W. Brooks, Charles F. Brooker, Edward C. Hotchkiss, James L. Carson.



## UNION SAVINGS BANK, DANBURY.

L. P. TREADWELL, Treasurer.

INCORPORATED, 1866.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$635,235.00	Whole Amount of Deposits, \$1,013,047.48	
Loans on Collateral Security, . . .	38,884.00	Surplus Account, . . .	27,500.00
Loans on Pers'l Secu'ty only, . . .	115,605.27	Interest Account, . . .	42,157.53
Town, City, and Borough Notes and Orders, . . .	51,500.00		
School Dist. Notes & Ord's, . . .	42,456.00		
Railroad Bonds, . . .	55,900.00		
Bank Stocks in Connecticut, . . .	33,900.00		
Bank Stocks in other States, . . .	10,640.00		
Real Estate by Foreclosure, . . .	40,538.00		
Banking House, . . .	23,000.00		
Tax and Insurance Account, . . .	1,046.51		
Cash in Bank, . . .	24,475.13		
Cash on hand, . . .	9,525.10		
Total Assets, . . .	\$1,082,705.01	Total Liabilities, . . .	\$1,082,705.01

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Bethel, Town, . . . . . \$	5,000.00	5,000.00	5,000.00
" Borough, . . . . .	2,000.00	2,000.00	2,000.00
Danbury " . . . . .	44,500.00	44,500.00	44,500.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Bethel Center School District, . . .	2,183.00	2,183.00	2,183.00
" Grassy Plain, " . . .	1,850.00	1,850.00	1,850.00
Danbury Center " . . .	30,000.00	30,000.00	30,000.00
" South Center, " . . .	6,445.00	6,445.00	6,445.00
" Deer Hill, " . . .	1,750.00	1,750.00	1,750.00
" Mill Plain, " . . .	100.00	100.00	100.00
" Beaver Brook, " . . .	128.00	128.00	128.00
RAILROAD BONDS.			
Chic. & No. Western, Menominee Ex., 7s, 1911,	5,000.00	5,900.00	6,400.00
Chicago, Rock Island & Pacific, 6s, 1917,	5,000.00	5,900.00	6,400.00
Northwestern Union, 7s, 1917,	5,000.00	5,900.00	6,800.00
Chicago & Tomah, 6s, 1915,	5,000.00	5,400.00	6,000.00
Chic., Mil. & St. Paul, Dubuque Div., 6s, 1920,	10,000.00	11,800.00	12,700.00
Mineral Range, 5s, 1915,	10,000.00	10,000.00	10,000.00
*Chicago, Santa Fé & California, 6s, 1937,	5,000.00	5,100.00	5,100.00
Albany & Susquehanna, 6s, 1906,	5,000.00	5,900.00	6,000.00

\* Sold since October first.

## UNION SAVINGS BANK, DANBURY. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
90 shares	Danbury National Bank, . . . \$	9,000.00	12,150.00	12,150.00
130 "	National Pahquioque, Danbury, . .	13,000.00	16,450.00	16,900.00
50 "	City National, So. Norwalk, . . .	5,000.00	5,000.00	5,000.00
3 "	National of Norwalk, . . .	300.00	300.00	300.00
50 "	Western National, New York, . .	5,000.00	5,000.00	4,800.00
47 "	Ninth " " " . . .	4,700.00	5,640.00	5,640.00

## MISCELLANEOUS ITEMS.

- 1 Number of depositors having \$500 or less, 3,904; total amount, \$462,247.48
- 2 Number of depositors having over \$500 and less than \$1,000, . . . 269; total amount, 184,600.00
- 3 Number of depositors having \$1,000 and not over \$2,000, . . . 194; total amount, 245,900.00
- 4 Number of depositors having over \$2,000 and not over \$10,000, . . . 41; total amount, 120,300.00
- 6 Total number of depositors, . . . 4,408; total deposits, \$1,013,047.48
- 7 Largest amount due a single depositor, \$6,775.05.
- 8 Number of accounts opened during the year, 880; number closed, 182.
- 9 Amount of income received during the year, \$49,974.93.
- 10 Amount of dividends declared during the year, \$33,649.50.
- 11 Amount deposited, including interest credited, the past year, \$610,306.82.
- 12 Amount withdrawn during the year, \$492,724.48.
- 13 Increase of deposits the past year, \$117,582.34.
- 14 Amount carried to profit and loss during the year, \$8,792.05.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 4 per cent.; when paid, Oct. 1st and Apr. 1st.
- 18 State tax during the past year, \$1,939.26.
- 19 Total office expenses the past year, including salaries, \$2,500.00.
- 20 Net amount of income during the year from real estate owned, \$1,700.00.
- 21 What assets, if any, yielding no income during the year, \$2,500 unimproved real estate, \$10,000 Mineral Range Railroad.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation, \$15,000.00.
- 24 Date of annual meeting for choice of officers, second Thursday in July.

OFFICERS. — President, S. C. Holley; Treasurer, L. P. Treadwell; Directors or Trustees, Norman Hodge, Wm. J. Rider, D. G. Penfield, Jos. T. Bates, F. H. Austin, John H. Fanton, F. A. Hull, Chas. A. Mallory.

## WATERBURY SAVINGS BANK.

F J. KINGSBURY, Treasurer.

INCORPORATED, 1850.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$1,258,334.00	Whole Am't of Deposits,	\$2,552,215.07
Loans on Collat'l Security,	557,810.00	Surplus Account,	100,000.00
Loans on Pers'l Security only,	159,114.00	Interest Account,	24,694.66
United States Bonds,	8,050.00	Over and Short,	262.14
Town, City, and Corp. B'ds,	256,000.00		
Waterbury Notes & Ord's,	17,000.00		
Railroad Bonds,	275,500.00		
Bank Stocks in Connecticut,	101,150.00		
Real Estate by Foreclosure,	3,437.46		
Insurance Account,	174.70		
Cash in Bank,	40,601.71		
Total Assets,	\$2,677,171.87	Total Liabilities,	\$2,677,171.87

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
Four and one-halves of 1891, Coupon,	\$ 6,000.00	6,000.00	6,420.00
Fours of 1907, Coupon,	1,050.00	1,050.00	1,354.00
Currency Sixes,	1,000.00	1,000.00	1,200.00
TOWN, CITY, AND CORPORATION BONDS.			
Water, Waterbury, Conn., 7s, 1899,	25,000.00	25,000.00	31,250.00
City Hall, Waterbury, Conn., 7s, 1889-1891,	11,000.00	11,000.00	13,500.00
Cincinnati, Ohio, Gold, 6s, 1906,	16,000.00	16,000.00	18,000.00
" " " " 6s, 1909,	4,000.00	4,000.00	4,800.00
Waterbury, Conn., Center Dist., 4s, 1901-1910,	100,000.00	100,000.00	104,750.00
New Haven, Town Funding, 4s, 1907,	60,000.00	60,000.00	63,000.00
Columbus, Ohio, Street Imp'v'ts, 6s, demand,	40,000.00	40,000.00	41,200.00
RAILROAD BONDS.			
Chi. & Northwest, Menominee, Gold, 7s, 1911,	50,000.00	50,000.00	65,000.00
New York, Providence & Boston, 4s, 1901,	50,000.00	50,000.00	50,000.00
Wisconsin Valley, 7s, 1909,	27,000.00	27,000.00	32,600.00
Chi., Mil. & St. Paul, C. & P. W. Div., 5s, 1921,	30,000.00	30,000.00	31,200.00
Delaware & Bound Brook, 7s, 1905,	20,000.00	20,000.00	25,000.00
Elmira & Williamsport, 6s, 1910,	1,000.00	1,000.00	1,100.00
Massillon & Cleveland, 7s, 1890,	1,500.00	1,500.00	1,500.00
Chi., Mil. & St. Paul, Southwest Div., 6s, 1909,	25,000.00	25,000.00	28,000.00
Ottumwa, C. F. & St. Paul, 6s, 1909,	20,000.00	20,000.00	21,400.00
Chicago & Tomah, 6s, 1905,	20,000.00	20,000.00	24,000.00
Illinois Central, Chic. & Springfield, 6s, 1898,	25,000.00	25,000.00	29,000.00
N. Y., N. H. & Hartford, 4s, 1903,	2,000.00	2,000.00	2,150.00
New York, Providence & Boston, 7s, 1899,	4,000.00	4,000.00	4,950.00



## WATERBURY SAVINGS BANK. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.	
BANK STOCKS.					
496 shares	Citizens Nat'l, Waterbury, Conn.,	\$	49,600.00	49,600.00	64,480.00
193	“ Waterbury National,	“	9,650.00	9,650.00	18,335.00
50	“ Fourth	“	5,000.00	5,000.00	5,000.00
40	“ First,	“ Portland,	4,000.00	4,000.00	4,320.00
80	“ Nat'l Pahquioque, Danbury, Conn.,		8,000.00	8,000.00	10,080.00
100	“ First National, Litchfield,	“	10,000.00	10,000.00	12,675.00
100	“ “ Meriden,	“	10,000.00	10,000.00	11,562.00
50	“ Merchants Nat'l, New Haven,	“	2,500.00	2,500.00	2,975.00
14	“ Birmingham “ Birmingham,	“	1,400.00	1,400.00	2,400.00
10	“ Middletown “ Middletown,	“	1,000.00	1,000.00	1,000.00

## MISCELLANEOUS ITEMS.

- 1 Number of depositors having \$500 or less, 4,532; total amount, \$920,515.07
- 2 Number of depositors having over \$500  
and less than \$1,000, . . . 715; total amount, 464,600.00
- 3 Number of depositors having \$1,000 and  
not over \$2,000, . . . 410; total amount, 532,900.00
- 4 Number of depositors having over \$2,000  
and not over \$10,000, . . . 166; total amount, 557,200.00
- 5 Number of depositors having over \$10,000, 7; total amount, 77,000.00
- 6 Total number of depositors, . . . 5,830; total deposits, \$2,552,215.07
- 7 Largest amount due a single depositor, \$14,715.55.
- 8 Number of accounts opened during the year, 876; number closed, 820.
- 9 Amount of income received during the year, \$138,698.85.
- 10 Amount of dividends declared during the year, \$120,724.41.
- 11 Amount deposited, including interest credited, the past year, \$520,571.10.
- 12 Amount withdrawn during the year, \$454,935.86.
- 13 Increase of deposits the past year, \$65,635.24.
- 14 Amount carried to surplus or profit and loss during the year, none.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the last year, 5 per cent.; when paid, February and Aug.
- 18 State tax during the past year, \$6,061.51.
- 19 Total office expenses the past year, including salaries, \$6,600.00.
- 20 Net amount of income during the year from real estate owned, \$200.00.
- 21 What assets, if any, yielding no income during the year, \$18,150.00. Estates  
in settlement, good.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$72,000.00.
- 24 Date of annual meeting for choice of officers, second Wednesday in June.

OFFICERS. — President, C. B. Merriman; Treasurer, F. J. Kingsbury; Directors or Trustees, C. B. Merriman, E. L. Frisbie, G. E. Terry, J. M. Burrall, N. Dikeman, F. L. Curtiss, A. S. Chase, F. J. Kingsbury, J. W. Smith.

## WESTPORT SAVINGS BANK.

B. L. WOODWORTH, Treasurer.

INCORPORATED, 1860.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$65,270.00	Whole Amount of Deposits, \$	\$87,145.89
Loans on Collateral Security, . . .	400.00	Surplus Account, . . .	9,001.25
Westport Town Orders, . . .	10,000.00	Interest Account, . . .	1,175.38
Bank Stocks in Connecticut, . . .	6,322.00		
Bank Stocks in other States, . . .	9,200.00		
Tax Account, . . .	46.86		
Expense Account, . . .	92.25		
Cash in Bank, . . .	5,719.41		
Cash on hand, . . .	272.00		
Total Assets, . . .	\$97,322.52	Total Liabilities, . . .	\$97,322.52

## INVESTMENTS.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
10 shares	National Park Bank, New York, \$	1,000.00	1,000.00	1,710.00
17 "	Continental National, " . . .	1,700.00	1,700.00	2,125.00
50 "	Fourth " " . . .	5,000.00	5,000.00	6,850.00
15 "	American Ex. " " . . .	1,500.00	1,500.00	2,115.00
63 "	First " Westport, Ct., . . .	6,300.00	6,322.00	6,300.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	439; total amount,	\$53,086.67
2	Number of depositors having over \$500 and less than \$1,000, . . .	22; total amount,	6,613.25
3	Number of depositors having \$1,000 and not over \$2,000, . . .	8; total amount,	11,980.57
3	Number of depositors having over \$2,000 and not over \$10,000, . . .	6; total amount,	15,465.40
6	Total number of depositors, . . .	475; total deposits,	\$87,145.89
7	Largest amount due a single depositor, \$3,753.04.		
8	Number of accounts opened during the year, 71; number closed, 58.		
9	Amount of income received during the year, \$5,338.63.		
10	Amount of dividends declared during the year, \$4,279.15.		
11	Amount deposited, including interest credited, the past year, \$13,624.61.		
12	Amount withdrawn during the year, \$14,702.62.		
13	Decrease of deposits the past year, \$1,078.01.		
14	Amount carried to surplus or profit and loss during the year, \$311.46.		
15	Amount of paper past due, none.		

## WESTPORT SAVINGS BANK.—CONTINUED.

## MISCELLANEOUS ITEMS.—CONTINUED.

- 16 Amount of paper charged off the past year, none.
- 17 Rate of dividend the past year, 5 per cent.; when paid,  $2\frac{1}{2}$  per cent. in January and  $2\frac{1}{2}$  per cent. in July.
- 18 State tax during the year, \$93.73.
- 19 Total office expenses the past year, including salaries, \$431.30.
- 20 Net amount of income during the year from real estate owned, none owned.
- 21 What assets, if any, yielding no income during the year, \$750.
- 22 Are all loans upon real estate secured by first mortgage? Supposed to be.
- 23 Largest amount loaned to one individual company, society, or corporation, \$10,000, Town of Westport.
- 24 Date of annual meeting for choice of officers, July 16, 1888.

OFFICERS.—President, Edmund W. Taylor; Treasurer, B. L. Woodworth; Vice-Presidents, E. S. Downes, George S. Adams, Henry A. Ogden; Directors or Trustees, E. A. Williams, William H. Marvin, O. J. Jones, Edward Wheeler, James E. Hubbell.



## WILLIMANTIC SAVINGS INSTITUTE.

F. F. WEBB, Treasurer.

INCORPORATED, 1842.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . . \$307,191.00	Whole Amount of Deposits, \$717,711.43
Loans on Collateral Security, 135,129.57	Surplus Account, . . . 54,400.77
Loans on Pers'al Sec'ty only, 109,233.35	Interest Account, . . . 18,205.03
Willimantic Borough Note, 50,000.00	Rents, . . . 1,894.45
School Dist. Notes and Ord's, 6,500.00	Suspense Account, . . . 1,642.97
Shortage of Bills Receivable, 20,000.00	
Misappropriation on Special Accounts, . . . 3,581.70	
Bank Stocks in Connecticut, 37,200.00	
Bank Stocks in other States, 3,000.00	
Real Estate by Foreclosure, 50,825.00	
Banking House, . . . 22,850.00	
Tax Account, . . . 1,735.08	
Other Real Estate, . . . 6,408.86	
Expense Account, . . . 1,635.99	
Cash in Bank, . . . 31,162.49	
Cash on hand, . . . 5,764.56	
Over drafts (on special accts.), 1,637.05	
Total Assets, . . . \$793,854.65	Total Liabilities, . . . \$793,854.65

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Borough of Willimantic (note), . . . . \$	50,000.00	50,000.00	50,000.00
SCHOOL DISTRICT NOTES AND ORDERS.			
First School District of Windham, . . .	6,500.00	6,500.00	6,500.00
BANK STOCKS.			
60 shares Nat. Bank of Com., New London,	6,000.00	6,000.00	7,000.00
20 " Aetna National, Hartford, .	2,000.00	2,000.00	2,100.00
60 " First " Norwich .	6,000.00	6,000.00	5,100.00
100 " Second " " .	10,000.00	10,000.00	12,000.00
90 " Uncas " " .	4,500.00	4,500.00	4,700.00
12 " Merchants Nat., " .	1,200.00	1,200.00	1,200.00
75 " Windham " Willimantic,	7,500.00	7,500.00	7,500.00
30 " Bank of America, New York, .	3,000.00	3,000.00	5,300.00

## WILLIMANTIC SAVINGS INSTITUTE. — CONTINUED.

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,339; total amount, \$281,771.45
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	278; total amount, 195,257.32
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	118; total amount, 160,960.47
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	29; total amount, 79,722.19
6	Total number of depositors, . . . . .	2,764; total deposits, \$717,711.43
7	Largest amount due a single depositor, \$4,903.98.	
8	Number of accounts opened during the year, 276; number closed, 528.	
9	Amount of income received during the year, \$44,318.11.	
10	Amount of dividend declared during the year, \$17,507.59.	
11	Amount deposited, including interest credited, the past year, \$141,552.59.	
12	Amount withdrawn during the year, including 15 per cent. reduction, \$361,- 665.36.	
13	Decrease of deposits the past year, \$220,112.77.	
14	Amount carried to surplus or profit and loss during the year, \$24,635.21.	
15	Amount of paper past due, \$9,012.50.	
16	Amount of paper charged off the past year, \$5,000.00.*	
17	Rate of dividend the last year, 2 per cent.; when paid, October 1, 1887.	
18	State tax during the past year, \$1,910.98.	
19	Total office expenses the past year, including salaries, \$2,907.34.	
20	Net amount of income during the year from real estate owned, \$3,615.12.	
21	What assets, if any, yielding no income during the year, \$9,012.50.	
22	Are all loans upon real estate secured by first mortgage? Yes.	
23	Largest amount loaned to one individual company, society, or corporation, \$32,000.00.	
24	Date of annual meeting for choice of officers, third Monday in June.	

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\*Amount credited to Suspense Account, \$135,006.73. Amount charged same account, \$133,363.76.

OFFICERS. — President, Edwin A. Buck; Treasurer, F. F. Webb; Directors, George C. Martin, F. M. Lincoln, Dwight Cary, Huber Clark, John M. Alpaugh, John Hickey.

## WINDHAM COUNTY SAVINGS BANK, DANIELSONVILLE.

C. C. YOUNG, Treasurer.

INCORPORATED, 1864.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans on Real Estate, . . \$269,895.00	Whole Amount of Deposits, \$530,198.63
Loans on Collateral Security, 13,110.00	Surplus Account, . . 3,378.93
Loans on Personal Sec'y only, 3,100.00	Interest Account, . . 12,504.03
United States Bonds, . . 100.00	
Town, City, and Corp. Bonds, 24,230.00	
Town, City, and Borough	
Notes and Orders, . . 18,800.00	
School Dist. Notes and Orders, 3,950.00	
Railroad Bonds, . . 64,230.00	
Bank Stocks in Connecticut, 45,500.00	
Bank Stocks in other States, 7,500.00	
Real Estate by Foreclosure, 64,396.33	
Banking House, . . 16,350.00	
Tax Account, . . 912.62	
Expense Account, . . 653.52	
Cash in Bank, . . 7,798.89	
Cash on hand, . . 5,555.23	
<b>Total Assets, . . \$546,081.59</b>	<b>Total Liabilities, . \$546,081.59</b>

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Coupon, . . . . . \$	100.00	100.00	129.00
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Town of Killingly, . . . . .	15,500.00	15,500.00	15,500.00
“ Sterling, . . . . .	1,000.00	1,000.00	1,000.00
Borough of Danielsonville, . . . . .	2,300.00	2,300.00	2,300.00
SCHOOL DISTRICT NOTES AND ORDERS.			
School District No. 1, of Killingly, . . . . .	700.00	700.00	700.00
“ “ 8, “ . . . . .	3,250.00	3,250.00	3,250.00
TOWN, CITY, AND CORPORATION BONDS.			
Cincinnati, O., 7 <sup>3</sup> / <sub>10</sub> s, 1906, . . . . .	20,000.00	24,230.00	26,000.00
RAILROAD BONDS.			
Illinois Central, 6s, 1898, . . . . .	20,000.00	21,700.00	23,000.00
Chicago & Northwestern:—			
Madison Extension, 7s, 1911, . . . . .	14,000.00	17,155.00	18,830.00
Menominee Extension, 7s, 1911, . . . . .	10,000.00	12,225.00	13,450.00
Oswego & Rome, 7s, 1915, . . . . .	3,000.00	3,675.00	3,960.00
Chicago, Milwaukee & St. Paul:—			
Mineral Point Division, 5s, 1910, . . . . .	10,000.00	9,475.00	10,000.00



## WINDHAM COUNTY SAVINGS BANK.—CONTINUED.

## INVESTMENTS:—CONTINUED.

DESCRIPTION.		PAR VALUE.	BOOK VALUE.	MARKET VALUE.
BANK STOCKS.				
138 shares	First National, Killingly, . . . \$	13,800.00	13,800.00	13,800.00
55 "	Windham County National, Brooklyn,	5,500.00	5,500.00	5,500.00
100 "	Thames National, Norwich, Conn.,	10,000.00	10,000.00	14,000.00
12 "	Merchants " " "	1,200.00	1,200.00	1,320.00
50 "	First " " "	5,000.00	5,000.00	5,000.00
100 "	Second " " "	10,000.00	10,000.00	12,000.00
75 "	Ninth " New York,	7,500.00	7,500.00	9,750.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	1,719; total amount,	\$212,525.93
2	Number of depositors having over \$500 and less than \$1,000,	183; total amount,	128,006.86
3	Number of depositors having \$1,000 and not over \$2,000,	103; total amount,	142,411.57
4	Number of depositors having over \$2,000 and not over \$10,000,	24; total amount,	47,254.27
6	Total number of depositors,	2,029; total deposits,	\$530,198.63
7	Largest amount due a single depositor,	\$5,175.39.	
8	Number of accounts opened during the year,	227; number closed,	273.
9	Amount of income received during the year,	\$27,376.43.	
10	Amount of dividends declared during the year,	\$21,182.88.	
11	Amount deposited, including interest credited, the past year,	\$97,280.56.	
12	Amount withdrawn during the year,	\$125,604.19.	
13	Decrease of deposits the past year,	\$28,323.63.	
14	Amount carried to surplus or profit and loss during the year,	\$1,373.14.	
15	Amount of paper past due,	\$9,000.	
16	Amount of paper charged off the past year,	\$5,000.	
17	Rate of dividend the last year, 4 per cent.; when paid,	April and October.	
18	State tax during the past year,	\$1,026.70.	
19	Total office expenses the past year, including salaries,	\$1,395.02.	
20	Net amount of income during the year from real estate owned,	\$1,037.50.	
21	What assets, if any, yielding no income during the year,	\$20,500.	
22	Are all loans upon real estate secured by first mortgage?	Yes.	
23	Largest amount loaned to one individual company, society, or corporation,	\$25,000.00.	
24	Date of annual meeting for choice of officers,	July.	

OFFICERS.—President, Wm. H. Chollar; Vice-President, Anthony Ames; Treasurer, C. C. Young; Directors or Trustees, Lysander Warren, S. S. Waldo, R. R. James, E. H. Jacobs, S. W. Crofut, Thos. J. Evans, James Perkins.

## WINDSOR LOCKS SAVINGS BANK.

A. W. CONVERSE, Treasurer.

INCORPORATED, 1871.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$29,983.70	Whole Am't of Deposits, . . .	\$97,862.18
Loans on Pers'al Sec'ty only, . . .	1,000.00	Interest Account, . . .	157.84
Town, City, and Corp. Bonds, . . .	8,020.00	Redemption Fund, . . .	591.00
Railroad Bonds, . . .	23,648.75		
Bank Stocks in Connecticut, . . .	20,820.50		
Expense Account, . . .	882.37		
Cash in Bank, . . .	12,172.95		
Cash on hand, . . .	2,082.75		
Total Assets, . . .	\$98,611.02	Total Liabilities, . . .	\$98,611.02

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
TOWN, CITY, AND CORPORATION BONDS.			
Cincinnati, O., Gold, 6s, 1906, . . . . \$	1,000.00	1,240.00	1,240.00
“ “ City, 7 <sup>3</sup> / <sub>10</sub> s, 1906, . . . .	5,000.00	6,780.00	6,500.00
RAILROAD BONDS.			
Chicago & St. Paul, C. & Pac. W. Div., 5s, 1921,	2,000.00	2,152.50	2,100.00
C. & Tomah, 6s, 1905,	1,000.00	1,215.00	1,150.00
N. W. U., Gold, 7s, 1917,	9,500.00	13,261.25	12,825.00
C. M. & St. P., Dubuque Div., 6s, 1920,	6,000.00	7,020.00	6,900.00
BANK STOCKS.			
25 shares First National, Suffield, . . .	2,500.00	2,500.00	3,000.00
34 “ First “ Hartford, . . .	3,400.00	3,400.00	3,400.00
40 “ City, “ . . .	4,000.00	4,000.00	4,000.00
135 “ American “ “ . . .	6,750.00	10,125.50	8,100.00
7 “ State Bank, “ . . .	700.00	795.00	700.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	707; total amount,	\$27,863.55
2	Number of depositors having over \$500 and less than \$1,000, . . .	42; total amount,	29,100.17
3	Number of depositors having \$1,000 and not over \$2,000, . . .	13; total amount,	15,809.21
4	Number of depositors having over \$2,000 and not over \$10,000, . . .	8; total amount,	25,089.25
6	Total number of depositors, . . .	770; total deposits,	\$97,862.18

## WINDSOR LOCKS SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 7 Largest amount due a single depositor, \$5,975.12.
- 8 Number of accounts opened during the year, 159; number closed, 38.
- 9 Amount of income received during the year, \$4,470.75.
- 10 Amount of dividends declared during the year, \$3,544.31.
- 11 Amount deposited, including interest credited, the past year, \$57,050.89
- 12 Amount withdrawn during the year, \$49,534.91.
- 13 Increase of deposits the past year, \$7,515.98.
- 14 Amount carried to surplus or profit and loss during the year, none.
- 15 Amount of paper past due, none.
- 16 Amount of paper charged off the past year, \$1,000; Stafford Bank Stock.
- 17 Rate of dividend the last year, 4 per cent.; when paid, April and October.
- 18 State tax during the past year, \$78.35.
- 19 Total office expenses the past year, including salaries, \$494.02.
- 20 Net amount of income during the year from real estate owned, none.
- 21 What assets, if any, yielding no income during the year, \$1,000.00.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$6,000.00.
- 24 Date of annual meeting for choice of officers, second Thursday in July.

OFFICERS. — President, J. H. Hayden; Treasurer, A. W. Converse; Directors or Trustees, J. H. Hayden, J. W. Johnson, Allen Pease, J. H. Adams, Samuel McAuley, C. E. Chaffee, Wm. Mather, George P. Clark, James Colton, J. T. Coogan, J. R. Montgomery, S. R. Burnap, E. B. Bailey.



## WINSTED SAVINGS BANK, WEST WINSTED.

GEORGE S. ROWE, Treasurer.

INCORPORATED, 1860.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate, . . .	\$418,383.23	Whole Am't of Deposits, . .	\$1,008,718.69
Loans on Collateral Security, . .	56,800.00	Surplus Account, . . .	60,000.00
Loans on Pers'l Sec'ty only, . .	96,086.11	Interest Account, . . .	18,859.55
United States Bonds, . . .	10,000.00		
Town, City, and Corp. Bonds, . .	193,000.00		
Town, City, and Borough			
Notes and Orders, . . .	21,800.00		
School Dist. Notes and Orders, . .	14,737.05		
Railroad Bonds, . . .	207,661.25		
Bank Stocks in Connecticut, . .	17,100.00		
Bank Stocks in other States, . .	37,725.00		
Real Estate by Foreclosure, . .	1,704.33		
Banking House, . . .	6,000.00		
Expense Account, . . .	621.13		
Premium Account, . . .	4,010.00		
Cash in Bank, . . .	220.36		
Cash on hand, . . .	1,729.78		
Total Assets, . . .	\$1,087,578.24	Total Liabilities, . . .	\$1,087,578.24

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
UNITED STATES BONDS.			
4s of 1907, Registered, . . . . .	10,000.00	10,000.00	12,900.00
TOWN, CITY, AND BOROUGH NOTES AND ORDERS.			
Borough of Winsted, . . . . .	3,500.00	3,500.00	3,500.00
Town of Winchester, . . . . .	10,000.00	10,000.00	10,000.00
“ Hartland, . . . . .	8,300.00	8,300.00	8,300.00
SCHOOL DISTRICT NOTES AND ORDERS.			
Fourth of Winchester, . . . . .	6,300.00	6,300.00	6,300.00
North End of New Hartford, . . . . .	8,437.05	8,437.05	8,437.05
TOWN, CITY, AND CORPORATION BONDS.			
Borough of Winsted, . . . . . 5s, 1891,	15,000.00	15,000.00	15,000.00
Town of Hartford, . . . . . 4½s, 1905,	30,000.00	30,000.00	30,000.00
“ Norwalk, . . . . . 4s, 1921,	15,000.00	15,000.00	15,000.00
“ Winchester, \$5,000 each year, 5s,	15,000.00	15,000.00	15,000.00
“ “ . . . . . 5s, 1900,	60,000.00	60,000.00	60,000.00
“ “ . . . . . 4s, 1902,	54,000.00	54,000.00	54,000.00
Cook County, Ills., . . . . . 7s, 1890,	4,000.00	4,000.00	4,000.00

## WINSTED SAVINGS BANK, WEST WINSTED. — CONTINUED.

## INVESTMENTS. — CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
RAILROAD BONDS.			
Burlington & Mo. River, Ld. Mtge., 7s, 1893, \$	5,000.00	5,000.00	5,550.00
New York, New Haven & Hartford, 4s, 1903,	30,000.00	30,000.00	33,000.00
Chic., Mil. & St. Paul, Min. Point Div., 5s, 1910,	25,000.00	24,161.25	24,750.00
“ “ “ So'western “ 6s, 1909,	25,000.00	25,000.00	27,750.00
“ “ “ LaCr's'e & Dav., 5s, 1919,	10,000.00	10,000.00	10,000.00
New York Central & Hudson River, 7s, 1903,	10,000.00	10,000.00	13,400.00
Chic. & No'western, N. W. Union, 7s, 1917,	25,000.00	25,000.00	33,750.00
“ “ Menominee Ex., 7s, 1911,	13,000.00	13,000.00	16,510.00
“ “ Chic. & Tomah, 6s, 1905,	7,000.00	7,000.00	8,050.00
“ “ Maple River, 7s, 1897,	7,500.00	7,500.00	8,625.00
Joliet & Northern Indiana, 7s, 1907,	25,000.00	25,000.00	30,000.00
Iowa Falls & Sioux City, 7s, 1917,	25,000.00	25,000.00	32,750.00
Buffalo, New York & Erie, 7s, 1916,	1,000.00	1,000.00	1,360.00
BANK STOCKS.			
145 shares Hurlbut National, West Winsted, .	14,500.00	14,500.00	21,750.00
26 “ First “ Winsted, .	2,600.00	2,600.00	2,600.00
60 “ National Bank of Commerce, N. Y.,	6,000.00	6,000.00	10,200.00
85 “ American Exchange National, “	8,500.00	8,500.00	11,900.00
37 “ National Bank of Republic, “	3,700.00	3,700.00	5,254.00
40 “ Fourth National, “	4,000.00	4,000.00	5,480.00
53 “ Importers & Traders National, “	5,300.00	5,300.00	19,080.00
25 “ German American, “	1,875.00	1,875.00	2,156.25
67 “ Merchants National, “	3,350.00	3,350.00	4,656.50
50 “ Hanover National, “	5,000.00	5,000.00	10,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	2,904; total amount,	\$316,991.36
2	Number of depositors having over \$500 and less than \$1,000, . . . . .	385; total amount,	267,823.04
3	Number of depositors having \$1,000 and not over \$2,000, . . . . .	229; total amount,	300,850.89
4	Number of depositors having over \$2,000 and not over \$10,000, . . . . .	49; total amount,	123,053.40
6	Total number of depositors, . . . . .	3,567; total deposits,	\$1,008,718.69
7	Largest amount due a single depositor, \$5,227.66.		
8	Number of accounts opened during the year, 496; number closed, 444.		
9	Amount of income received during the year, \$57,384.82.		
10	Amount of dividends declared during the year, \$38,747.44.		
11	Amount deposited, including interest credited, the past year, \$219,452.80.		
12	Amount withdrawn during the year, \$204,402.01.		
13	Increase of deposits the past year, \$15,050.79.		
14	Amount carried to surplus or profit and loss during the year, none.		
15	Amount of paper past due, none.		
16	Amount of paper charged off the past year, none.		

## WINSTED SAVINGS BANK, WEST WINSTED. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 17 \*Rate of dividend the last year, 4 per cent.; when paid, January and July.
- 18 State tax during the past year, \$2,424.41.
- 19 Total office expenses the past year, including salaries, \$2,557.44.
- 20 Net amount of income during the year from real estate owned, none.
- 21 What assets, if any, yielding no income during the year, \$19,905.00.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$20,000.00.
- 24 Date of annual meeting for choice of officers, third Wednesday in July.

OFFICERS. — President, John Hinsdale; Treasurer, George S. Rowe; Directors or Trustees, John Hinsdale, Henry G. Colt, Edward E. Culver, Henry Gay, Rufus E. Holmes, Caleb J. Camp, George S. Rowe.

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\* Four per cent. on deposits of \$2,000.00 and less, and three and one-half per cent. on the excess of \$2,000.00.



## WOODBURY SAVINGS BANK.

HOMER S. TOMLINSON, Treasurer.

INCORPORATED, 1872.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Real Estate,	\$100,009.50	Whole Amount of Deposits,	\$120,458.21
Loans on Collateral Security,	2,595.00	Surplus Account,	6,071.62
Loans on Pers'l Secur'y only,	9,516.00	Interest Account,	14,065.40
Woodbury Town Note,	500.00	Borrowed,	657.95
Bank Stocks in Connecticut,	12,325.00		
Real Estate by Foreclosure,	14,752.85		
Expense Account,	577.46		
Advances on Real Estate Loans,	86.75		
Cash in Bank,	75.88		
Cash on hand,	814.74		
Total Assets,	\$141,253.18	Total Liabilities,	\$141,253.18

## INVESTMENTS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET. VALUE.
BANK STOCKS.			
112 shares Waterbury National,	\$ 5,600.00	10,125.00	10,125.00
10 " Manufacturers " Waterbury,	1,000.00	1,200.00	1,200.00
10 " Fourth " "	1,000.00	1,000.00	1,000.00

## MISCELLANEOUS ITEMS.

1	Number of depositors having \$500 or less,	768; total amount,	\$69,508.37
2	Number of depositors having over \$500 and less than \$1,000,	37; total amount,	27,198.38
3	Number of depositors having \$1,000 and not over \$2,000,	17; total amount,	20,955.51
4	Number of depositors having over \$2,000 and not over \$10,000,	1; total amount,	2,795.95
6	Total number of depositors,	823; total deposits,	\$120,458.21
7	Largest amount due a single depositor,	\$2,795.90.	
8	Number of accounts opened during the year,	108; number closed,	125.
9	Amount of income received during the year,	\$7,370.16.	
10	Amount of dividends declared during the year,	\$4,916 72.	
11	Amount deposited, including interest credited, the past year,	\$40,772.30.	
12	Amount withdrawn during the year,	\$51,694.69.	
13	Decrease of deposits the past year,	\$10,922.39.	
14	Amount carried to surplus or profit and loss during the year,	none.	
15	Amount of paper past due, about	\$16,500.00.	
16	Amount of paper charged off the past year,	none.	
17	Rate of dividend the last year, 4 per cent.; when paid, January 15th and July 15th.		

## WOODBURY SAVINGS BANK. — CONTINUED.

## MISCELLANEOUS ITEMS. — CONTINUED.

- 18 State tax during the past year, \$154.02.
- 19 Total office expenses the past year, including salaries, \$413.69.
- 20 Net amount of income during the year from real estate owned, \$61.68.
- 21 What assets, if any, yielding no income during the year, \$8,550.00, real estate.
- 22 Are all loans upon real estate secured by first mortgage? Yes.
- 23 Largest amount loaned to one individual company, society, or corporation,  
\$7,000.00.
- 24 Date of annual meeting for choice of officers, Monday next after June 17th.

OFFICERS. — President, George B. Lewis; Treasurer, Homer S. Tomlinson; Directors or Trustees, George B. Lewis, Horace D. Curtiss, Edward Cowles, Scovill Nettleton, Michael F. Skelly, Lewellyn J. Allen, F. F. Hitchcock, H. S. Tomlinson, David S. Bull.





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# REPORTS OF STATE BANKS,

October 1, 1888.

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## CITY BANK OF HARTFORD.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$2,150.00
Discounted for other parties in this State, . . . . .	517,915.72
Discounted for parties out of this State, . . . . .	318,837.37
Overdrafts, . . . . .	3,077.27
Due from Banks, Bankers, and Trust Companies, . . . . .	58,043.77
Railroad Bonds and Stocks, . . . . .	127,085.50
Other Real Estate, . . . . .	6,297.36
Current Expenses, . . . . .	2,981.83
Specie and Currency, . . . . .	38,439.85
Checks and Cash Items, . . . . .	27,480.49
Total Assets, . . . . .	<u>\$1,102,309.16</u>

## LIABILITIES.

Capital Stock, . . . . .	\$440,000.00
Undivided Profits, . . . . .	81,024.81
Due to Banks, Bankers, and Trust Companies, . . . . .	6,445.21
Dividends Unpaid, . . . . .	124.10
Deposits, . . . . .	574,715.04
Total Liabilities, . . . . .	<u>\$1,102,309.16</u>

Past due paper, \$18,510.37.

Liability of any one Director, \$2,000.

Liability of any one firm, corporation, or person other than a Director, \$50,000.

Par value of Stock, \$100; market value, \$90.

Rate per cent. of last Dividend, and when paid,  $2\frac{1}{2}$  per cent., July, 1888.

GUSTAVUS F. DAVIS, President.

CHAS. B. WHITING, Vice-President.

CHAS. T. WELLES, Cashier.

DIRECTORS. — Henry Pease, Chas. A. Jewell, William B. Clark, Russell M. Burdick, William H. Gross, Maro S. Chapman, Theodore M. Lincoln.



## CITY BANK OF NEW HAVEN.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$54,818.91
Discounted for other parties in this State, . . . . .	514,908.34
Discounted for parties out of this State, . . . . .	79,817.38
Due from Banks, Bankers, and Trust Companies, . . . . .	249,113.39
Town, City, and Corporation Bonds, . . . . .	26,000.00
Railroad Bonds and Stocks, . . . . .	30,500.00
Bank Stocks, . . . . .	3,800.00
Banking House, . . . . .	20,000.00
Other Real Estate, . . . . .	100.00
Current Expenses, . . . . .	3,071.26
Specie and Currency, . . . . .	114,332.00
Checks and Cash Items, . . . . .	33,772.21
Suspense Account, . . . . .	14,630.00
Total Assets, . . . . .	<u>\$1,144,863.49</u>

## LIABILITIES.

Capital Stock, . . . . .	\$500,000.00
Surplus Fund, . . . . .	50,000.00
Other Undivided Profits, . . . . .	20,077.35
Due to Banks, Bankers, and Trust Companies, . . . . .	75,726.06
Dividends Unpaid, . . . . .	1,440.00
Deposits, . . . . .	497,620.08
Total Liabilities, . . . . .	<u>\$1,144,863.49</u>

Past due Paper, \$550.

Liability of any one Director, \$24,455.41.

Liability of any one firm, corporation, or person other than a Director, \$60,000.

Par value of Stock, \$100; market value, \$115.

Rate per cent. of last Dividend, and when paid, 3 per cent., July 1, 1883.

GEORGE W. CURTIS, President.

SAMUEL LLOYD, Cashier.

DIRECTORS. — George W. Curtis, George H. Watrous, George J. Brush, Wooster A. Ensign, James D. Dewell, Charles B. Wooster, Cornelius S. Morehouse, Willis E. Miller, Elliott H. Morse.

## CONNECTICUT RIVER BANKING COMPANY, HARTFORD.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors,	\$11,200.00
Discounted for other parties in this State,	500,328.98
Discounted for parties out of this State,	86,564.00
Overdrafts,	14,771.35
Due from Banks, Bankers, and Trust Companies,	97,179.23
Connecticut River Company's stock,	18,000.00
Town, City, and Corporation Bonds,	12,000.00
Railroad Bonds and Stocks,	33,735.00
Stocks,	1,100.00
Banking House,	20,000.00
Other Real Estate,	800.00
Bonds and Mortgages,	4,650.00
Current Expenses,	210.25
Specie and Currency,	32,193.48
Checks and Cash Items,	5,521.91
Vaults and Safes,	3,850.00
Total Assets,	\$842,104.20

## LIABILITIES.

Capital Stock,	\$250,000.00
Undivided Profits,	41,671.24
Due to Banks, Bankers, and Trust Companies,	65,449.76
Dividends unpaid,	170.00
Deposits,	484,813.20
Total Liabilities,	\$842,104.20

Past due Paper, \$19,599.02. Some \$7,000, estate in process of settlement.

Liability of any one Director, \$25,000.00.

Liability of any one firm, corporation, or person other than a Director, \$39,497.26.

Par value of Stock, \$50.00; market value, \$51.00.

Rate per cent. of last Dividend, and when paid, 2 per cent., July 1, 1888.

SAMUEL E. ELMORE, President.

H. W. ERVING, Cashier.

H. J. MAERCKLEIN, Assistant Cashier.

DIRECTORS. — R. W. H. Jarvis, Samuel E. Elmore, H. R. Coffin, G. M. Welch, John C. Parsons, Elizur S. Goodrich, J. M. Allen, Leander Hall, M. W. Graves.

## MECHANICS BANK, NEW HAVEN.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$9,412.00
Discounted for other parties in this State, . . . . .	445,003.13
Discounted for parties out of this State, . . . . .	55,039.00
Overdrafts, . . . . .	937.79
Due from Banks, Bankers, and Trust Companies, . . . . .	121,877.90
Banking House, . . . . .	35,000.00
Other Real Estate, . . . . .	20,000.00
Current Expenses, . . . . .	3,177.74
Specie and Currency, . . . . .	56,784.91
Checks and Cash Items, . . . . .	17,884.99
Suspense Account, . . . . .	21,667.49
Total Assets, . . . . .	<u>\$786,784.95</u>

## LIABILITIES.

Capital Stock, . . . . .	\$300,000.00
Surplus Fund, . . . . .	25,000.00
Other Undivided Profits, . . . . .	8,139.67
Due to Banks, Bankers, and Trust Companies, . . . . .	57,955.99
Dividends Unpaid, . . . . .	999.50
Deposits, . . . . .	<u>394,689.79</u>
Total Liabilities, . . . . .	<u>\$786,784.95</u>

Past due Paper, \$21,667.49.

Liability of any one Director, \$9,000.

Liability of any one firm, corporation, or person other than a Director, \$40,000.

Par value of Stock, \$60; market value, \$64.

Rate per cent. of last Dividend, and when paid, 2 per cent., July 1, 1888.

CHAS. S. LEETE, President.

JOHN P. TUTTLE, Vice-President.

CHAS. H. TROWBRIDGE, Cashier.

DIRECTORS. — Chas. S. Leete, John P. Tuttle, Ruel P. Cowles, Edwin F. Mersick, Maier Zunder, Oliver S. White, Joel A. Sperry, Franklin S. Hart, Thomas R. Trowbridge.



## THE SAYBROOK BANK, ESSEX.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$2,363 00
Discounted for other parties in this State, . . . . .	112,343.92
Discounted for parties out of this State, . . . . .	20,000.00
Due from Banks, Bankers, and Trust Companies, . . . . .	22,086.92
Banking House, . . . . .	5,000.00
Other Real Estate, . . . . .	7,914.40
Non-resident Tax, . . . . .	52.55
Current expenses, . . . . .	707.03
Specie and Currency, . . . . .	11,828.52
Checks and Cash Items, . . . . .	31.52
Suspense Account, . . . . .	975.14
Total Assets, . . . . .	<u>\$183,303.00</u>

## LIABILITIES.

Capital Stock, . . . . .	\$100,000.00
Undivided Profits, . . . . .	5,836.94
Due to Banks, Bankers, and Trust Companies, . . . . .	16,400.04
Dividends Unpaid, . . . . .	561.00
Deposits, . . . . .	60,505.02
Total Liabilities, . . . . .	<u>\$183,303.00</u>

Past due Paper, \$13,235.

Liability of any one Director, \$1,063.

Liability of any one firm, corporation, or person other than a Director, \$28,992.45.

Par value of Stock, \$100; market value, \$

Rate per cent. of last Dividend, and when paid, 3 per cent., January 7, 1883.

EDWIN AYER, President.

JAMES PHELPS, Vice-President.

LOUIS P. PARKER, Cashier.

DIRECTORS. — Edwin Ayer, James Phelps, S. C. Ely, Jas. L. Raymond, John F. Bushnell, A. M. Wright, S. J. Tiley, D. W. Spencer, George I. Stevens, Judah H. Lord, E. E. Dickinson, E. W. Pratt, C. E. Chapman.

## STATE BANK, HARTFORD.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$13,341.08
Discounted for other parties in this State, . . . . .	478,650.53
Discounted for parties out of this State, . . . . .	248,708.29
Overdrafts, . . . . .	7,686.72
Due from Banks, Bankers, and Trust Companies, . . . . .	188,228.84
Town, City, and Corporation Bonds, . . . . .	30,800.00
Railroad Stocks and Bonds, . . . . .	54,874.50
Banking House, . . . . .	50,000.00
Other Real Estate, . . . . .	2,978.80
Non-resident Tax, . . . . .	17.50
Specie and Currency, . . . . .	7,254.83
Checks and Cash Items, . . . . .	15,013.05
Total Assets, . . . . .	<u>\$1,097,554.14</u>

## LIABILITIES.

Capital Stock, . . . . .	\$400,000.00
Undivided Profits, . . . . .	61,536.92
Due to Banks, Bankers, and Trust Companies, . . . . .	114,561.11
Dividends Unpaid, . . . . .	1,212.50
Deposits, . . . . .	510,687.61
Circulation, . . . . .	9,556.00
Total Liabilities, . . . . .	<u>\$1,097,554.14</u>

Past due Paper, \$21,922.20.

Liability of any one Director, \$4,841.08.

Liability of any one firm, corporation, or person other than a Director, \$58,643.65.

Par value of Stock, \$100; market value, \$90.

Rate per cent. of last Dividend, and when paid, 2½ per cent., July 1st, 1888.

C. H. BRAINARD, President.

GEO F. HILLS, Cashier.

DIRECTORS. — C. H. Brainard, A. C. Hotchkiss, Nelson Hollister, William G. Abbot, A. E. Hart, Clarence B. Ingraham, Erastus Gay, E. G. Whittlesey, Geo. F. Hills.

## UNION BANK, NEW LONDON.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$14,750.00
Discounted for other parties in this State, . . . . .	312,505.15
Discounted for parties out of this State, . . . . .	115,692.67
Overdrafts, . . . . .	843.56
Due from Banks, Bankers, and Trust Companies, . . . . .	78,469.19
Railroad Bonds and Stocks, . . . . .	108,408.98
Banking House, . . . . .	10,000.00
Other Real Estate, . . . . .	20,043.87
Non-resident Tax, . . . . .	20.80
Current Expenses, . . . . .	1,926.49
Specie and Currency, . . . . .	41,180.39
Checks and Cash Items, . . . . .	7,184.00
Suspense, . . . . .	13,335.09
Total Assets, . . . . .	<u>\$724,360.19</u>

## LIABILITIES.

Capital Stock, . . . . .	\$300,000.00
Surplus Fund, . . . . .	20,000.00
Other Undivided Profits, . . . . .	12,835.73
Due to Banks, Bankers, and Trust Companies, . . . . .	78,725.00
Dividends unpaid, . . . . .	325.00
Deposits, . . . . .	312,474.46
Total liabilities, . . . . .	<u>\$724,360.19</u>

Past due Paper, \$7,997.10.

Liability of any one Director, \$6,000.00.

Liability of any one firm, corporation, or person other than a Director, \$45,000.00.

Par value of Stock, \$100; market value \$90.

Rate per cent. of last Dividend, and when paid, 3 per cent., July 1, 1888.

W. H. CHAPMAN, President.

J. LAWRENCE CHEW, Cashier.

DIRECTORS. — W. H. Chapman, J. Lawrence Chew, Robert Coit, E. Clark Smith, Peleg Williams, Arnold Rudd, Horace Coit, J. W. Eggleston, James Griswold, Nathan Belcher, George F. Tinker, Israel Matson, John W. Luce.



## UNITED STATES BANK, HARTFORD.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$10,000.00
Discounted for other parties in this State, . . . . .	281,753.25
Discounted for parties out of this State, . . . . .	52,003.15
Overdrafts, . . . . .	2,236.79
Due from Banks, Bankers, and Trust Companies, . . . . .	215,064.00
Bonds and Mortgages, . . . . .	60,875.00
Town, City, and Corporation Bonds, . . . . .	240,515.24
Stocks, . . . . .	9,840.00
Specie and Currency, . . . . .	23,525.00
Checks and Cash Items, . . . . .	29,389.04
Demand Loans, . . . . .	305,009.51
Interest accrued, . . . . .	5,132.63
Total Assets, . . . . .	\$1,235,343.61

## LIABILITIES.

Capital Stock, . . . . .	\$100,000.00
Surplus Fund, . . . . .	125,000.00
Other undivided Profits, . . . . .	18,001.64
Due to Banks, Bankers, and Trust Companies, . . . . .	8,189.14
Deposits, . . . . .	984,152.83
Total Liabilities, . . . . .	\$1,235,343.61

Past due Paper, \$2,169.77.

Liability of any one Director, \$2,400.00, on collateral.

Liability of any one firm, corporation, or person other than a Director, \$20,000.00.

Par value of Stock, \$100.00; market value, \$250.00.

Rate per cent. of last Dividend, and when paid, 6 per cent., July 1, 1888.

THOMAS O. ENDERS, President.

HENRY L. BUNCE, Cashier.

DIRECTORS. — Morgan G. Bulkeley, John R. Hills, Wm. H. Bulkeley, Chas. J. Cole, Leverett Brainard, Samuel G. Dunham, Atwood Collins, John W. Welch, Thos O. Enders.

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# REPORTS OF TRUST COMPANIES.

October 1, 1888.

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# CONNECTICUT TRUST AND SAFE DEPOSIT COMPANY, HARTFORD.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$40,517.10
Discounted for other parties in this State, . . . . .	728,784.36
Discounted for parties out of this State, . . . . .	33,000.00
Overdrafts, . . . . .	553.95
Due from Banks, Bankers, and Trust Companies, . . . . .	561,514.16
Railroad Bonds, . . . . .	536,653.00
Stocks, . . . . .	6,198.00
Specie and Currency, . . . . .	19,776.79
Checks and Cash Items, . . . . .	7,208.74
Total Assets, . . . . .	<u>\$1,934,206.10</u>

## LIABILITIES.

Capital Stock, . . . . .	\$300,000.00
Surplus Fund, . . . . .	75,000.00
Other Undivided Profits, . . . . .	22,926.31
Due to Banks, Bankers, and Trust Companies, . . . . .	229,756.96
Dividends Unpaid, . . . . .	70.00
Deposits, . . . . .	1,306,452.83
Total Liabilities, . . . . .	<u>\$1,934,206.10</u>

Past due Paper, none.

Liability of any one Director, \$16,687.63. Secured by Collateral.

Liability of any one firm, corporation, or person other than a Director, \$40,000.00.

Par value of Stock, \$100; market value, \$140.

Rate per cent. of last Dividend, and when paid, 3½ per cent., July 2, 1888.

M. H. WHAPLES, President.

JACOB L. GREENE, Vice-President.

J. P. WHEELER, Treasurer.

TRUSTEES.—Henry C. Robinson, Henry Keney, Geo. L. Chase, Chas. H. Smith, John B. Corning, Henry Corning, James J. Goodwin, Jacob L. Greene, Daniel R. Howe, Geo. Roberts, John M. Taylor, Jonathan B. Bunce, M. H. Whaples.

## THE FIDELITY COMPANY, HARTFORD.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$335.04
Discounted (on good collateral) for other parties in this State, } .	100,657.51
Discounted (on good collateral) for parties out of this State, } .	
Overdrafts, . . . . .	384.11
Due from Banks, Bankers, and Trust Companies, . . . . .	8,691.28
Specie and Currency, . . . . .	47.08
Mortgage Loans, . . . . .	13,760.00
Expense Account, . . . . .	734.06
Total Assets, . . . . .	<u>\$124,609.08</u>

## LIABILITIES.

Capital Stock (paid in), . . . . .	\$10,000.00
Deposits, . . . . .	96,928.38
Profit and Loss, . . . . .	17,680.70
Total Liabilities, . . . . .	<u>\$124,609.08</u>

Past due Paper, none without good collateral.

Liability of any one Director, \$335.04.

Liability of any one firm, corporation, or person other than a Director, \$3,000 on good collateral.

Par value of Stock, \$100 (20 per cent. paid in); market value, no sale.

Rate per cent. of last Dividend, and when paid, none.

JOHN M. HOLCOMBE, Vice-President.

EDMUND A. STEDMAN, Treasurer and Secretary.

TRUSTEES. — Chauncey Howard, Drayton Hillyer, William C. Skinner, Charles E. Gross, John M. Holcombe, Edmund A. Stedman.

## THE GREENWICH TRUST, LOAN, AND DEPOSIT CO.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$1,500.00
Discounted for other parties in this State, . . . . .	39,606.46
Due from Banks, Bankers, and Trust Companies, . . . . .	31,415.16
Town, City, and Corporation Bonds, . . . . .	15,000.00
Railroad Bonds and Stocks, . . . . .	27,977.50
Furniture and Fixtures, . . . . .	995.20
Real Estate, . . . . .	2,200.00
Current Expenses, . . . . .	471.51
Specie and Currency, . . . . .	14,932.04
Checks and Cash Items, . . . . .	2,808.22
Premiums, . . . . .	3,535.83
Real Estate Mortgages, . . . . .	23,156.82
Borough Notes, . . . . .	1,600.00
Total Assets, . . . . .	<u>\$165,198.74</u>

## LIABILITIES.

Capital Stock, . . . . .	\$50,000.00
Surplus Fund, . . . . .	2,863.93
Other Undivided Profits, . . . . .	923.20
Due to Banks, Bankers, and Trust Companies, . . . . .	1,388.11
Deposits, . . . . .	103,357.13
Trust Funds, . . . . .	6,666.37
Total Liabilities, . . . . .	<u>\$165,198.74</u>

Past due Paper, none.

Liability of any one Director, \$1,500.

Liability of any one firm, corporation, or person other than a Director, \$3,800.

Par value of Stock, \$50; market value, \$

Rate per cent. of last Dividend, and when paid, none paid.

HANFORD LOCKWOOD, President.

ALFRED A. RUNDLE, Treasurer.

TRUSTEES. — Hanford Lockwood, R. Jay Walsh, John Lyon, Edwin L. Scofield, Seaman Mead, Odle C. Knapp, Charles E. Wilson, John F. Close, S. Elbert Mills.



## HARTFORD TRUST COMPANY.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors,	\$71,869.54
Discounted for other parties in this State, }	
Discounted for parties out of this State, }	796,476.88
Overdrafts,	724.72
Due from Banks, Bankers, and Trust Companies,	30,539.71
Railroad Bonds and Stocks,	7,750.00
Banking House, Trust Company's Block,	250,000.00
Other Real Estate, Windsor Avenue,	7,978.12
Current Expenses,	3,405.34
Specie and Currency,	29,439.69
Checks and Cash Items,	25,825.68
Call Loans, home,	37,734.00
Total Assets,	\$1,261,743.68

## LIABILITIES.

Capital Stock,	\$300,000.00
Surplus Fund,	78,470.03
Due to Banks, Bankers, and Trust Companies,	3,694.99
Dividends Unpaid,	350.00
Deposits,	879,228.66
Total Liabilities,	\$1,261,743.68

Past due Paper, \$14,369.72, partly secured.

Liability of any one Director, \$18,000.

Liability of any one firm, corporation, or person other than a Director, \$42,092.67.

Par value of Stock, \$100; market value, \$125

Rate per cent. of last Dividend, and when paid,  $3\frac{1}{2}$  per cent., July 2, 1888.

R. W. CUTLER, President.

CHAS. M. JOSLYN, Vice-President.

FRANK C. SUMNER, Treasurer.

TRUSTEES. — Henry Kellogg, Charles M. Pond, J. C. Webster, Rodney Dennis, Charles M. Joslyn, Theodore Lyman, Joseph Bishop, Alvan P. Hyde, Royal D. Hawley, R. W. Cutler, Pliny Jewell, George Maxwell, Zalmon A. Storrs, F. W. Plimpton.

## MERCHANTS LOAN AND TRUST COMPANY, WILLIMANTIC.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$2,300.00
Discounted for other parties in this State, . . . . .	2,030.00
Bank Stocks, . . . . .	68,600.00
Tax, . . . . .	898.29
Current Expenses, . . . . .	8.25
Interest Account, . . . . .	870.00
Total Assets, . . . . .	<u>\$74,616.54</u>

## LIABILITIES.

Capital Stock, . . . . .	\$51,600.00
Surplus Fund, . . . . .	1,500.00
Other undivided Profits, . . . . .	1,154.00
Due to Banks, Bankers, and Trust Companies, . . . . .	10,037.54
Deposits, . . . . .	10,325.00
Total Liabilities, . . . . .	<u>\$74,616.54</u>

Past due Paper, none.

Liability of any one Director, \$2,300.00.

Liability of any one firm, corporation, or person other than a Director, \$2,030.00

Par value of Stock, \$100.00; market value, \$100.00.

Rate per cent. of last Dividend, and when paid, 3 per cent., July 21, 1888.

WILLIAM C. JILLSON, President.

O. H. K. RISLEY, Sec. and Treas.

DIRECTORS. — Wm. C. Jillson, O. H. K. Risley, A. T. Fowler, S. G. Risley,  
E. S. Henry, J. N. Stickney.

## SECURITY COMPANY, HARTFORD.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Loaned to Directors	(all on collateral security),	\$13,400.00
Loaned to other parties in this State,	" " "	78,328.08
Loaned to parties out of this State,	" " "	31,564.37
Due from Banks, Bankers, and Trust Companies, on deposit subject to check,		81,791.19
Town, City, and Corporation Bonds,		93,720.00
Railroad Bonds and Stocks,		45,007.25
Specie and Currency,		5,156.12
Checks and Cash Items,		6,449.32
Accrued Interest,		16,754.34
Loaned on Mortgage Security,		331,260.00
Total Assets,		\$703,430.67

## LIABILITIES.

Capital Stock,	\$200,000.00
Surplus Fund,	50,000.00
Other undivided Profits,	43,816.86
Due to Banks, Bankers, and Trust Companies,	10,576.25
Deposits,	386,680.76
Treasurer's Checks,	12,356.80
Total Liabilities,	\$703,430.67

Past due Paper, none.

Liability of any one Director, \$5,000.00.

Liability of any one firm, corporation, or person other than a Director, \$16,150.00.

Par value of Stock, \$100.00; market value, \$135.00.

Rate per cent. of last Dividend, and when paid, 4 per cent., July 1, 1888.

ROBERT E. DAY, President,      WILLIAM L. MATSON, V.-Pres. and Treas.  
JOHN C. ABBOT, Secretary.

TRUSTEES. — John C. Abbot, Leverett Brainard, Newton Case, William R. Cone, Robert E. Day, Samuel G. Dunham, Thomas O. Enders, Frederick R. Foster, Carlos C. Kimball, William L. Matson, John C. Parsons, Gurdon W. Russell, George G. Sill, Ebenezer K. Hunt.



## THOMPSONVILLE TRUST COMPANY.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$2,730.07
Discounted for other parties in this State, . . . . .	58,795.76
Discounted for parties out of this State, . . . . .	2,600.00
Due from Banks, Bankers, and Trust Companies, . . . . .	22,661.04
Railroad Bonds and Stocks, . . . . .	13,531.25
Banking House, . . . . .	5,000.00
Specie and Currency, . . . . .	12,165.82
Insurance Companies' Stocks, . . . . .	21,100.00
Total Assets, . . . . .	\$138,583.94

## LIABILITIES.

Capital Stock, . . . . .	\$25,000.00
Undivided Profits, . . . . .	5,675.13
Due to Banks, Bankers, and Trust Companies, . . . . .	13,940.76
Dividends Unpaid, . . . . .	1,889.29
Deposits, . . . . .	92,078.76
Total Liabilities, . . . . .	\$138,583.94

Past due paper, \$561.83.

Liability of any one Director, \$1,192.10.

Liability of any one firm, corporation, or person other than a Director, \$8,255.05.  
[\$7,500 of this is a Real Estate Mortgage loan.]

Par value of Stock \$25; market value, \$25.

Rate per cent. of last Dividend, and when paid, 3½ per cent., July 1, 1888.

ROBT. B. MORRISON, President.

LYMAN A. UPSON, Vice-President.

WILLIS GOWDY, Secretary, Treasurer, and Cashier.

DIRECTORS. — R. B. Morrison, J. L. Houston, G. A. Douglass, George H. Barber, J. N. Allen, L. H. Pease, L. A. Upson, A. H. Mathewson, Willis Gowdy.

## THE UNION TRUST COMPANY OF NEW HAVEN.

STATEMENT, OCTOBER 1, 1888.

## ASSETS.

Discounted for Directors, . . . . .	\$22,000.00
Discounted for other parties in this State, . . . . .	170,224.02
Discounted for parties out of this State, . . . . .	15,000.00
Due from Banks, Bankers, and Trust Companies, . . . . .	98,030.22
United States Bonds, . . . . .	1,191.25
Town, City, and Corporation Bonds, . . . . .	5,162.50
Railroad Bonds and Stocks, . . . . .	27,040.03
Banking House, }	
Other Real Estate, }	28,000.00
Specie and Currency, . . . . .	13,981.08
Checks and Cash Items, . . . . .	16,899.05
Total Assets, . . . . .	<u>\$397,528.15</u>

## LIABILITIES.

Capital Stock, . . . . .	\$100,000.00
Surplus Fund, . . . . .	20,000.00
Due to Banks, Bankers, and Trust Companies, . . . . .	10,872.69
Deposits, . . . . .	266,655.46
Total Liabilities, . . . . .	<u>\$397,528.15</u>

Past due Paper, none.

Liability of any one Director, \$15,000.

Liability of any one firm, corporation, or person other than a Director, \$15,000.

Par value of Stock, \$100; market value, stock not on the market.

Rate per cent. of last Dividend, and when paid; 3 per cent., July 6, 1888.

HENRY L. HOTCHKISS, President.

WM. T. BARTLETT, Sec'y and Treas.

TRUSTEES. — Henry L. Hotchkiss, Louis H. Bristol, William T. Bartlett, Eugene S. Bristol.

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# CONDENSED STATEMENT.

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# A CONDENSED STATEMENT OF RESOURCES

Number.	SAVINGS BANKS.	ASSETS.						
		Loans on Real Estate.	Loans on Collateral Security.	Loans on Personal Security only.	United States Bonds.	State, Town, and City, Bonds and Orders.	Railroad Bonds and Stocks.	Bank Stocks.
1	Berlin Savings Bank, Kensington.	\$151,388.00		\$2,160.00	\$1,000.00	\$10,000.00		\$24,446
2	Bridgeport Savings Bank,	1,432,616.65	\$134,230.40		300,000.00	775,700.00	\$372,000.00	51,420
3	Bristol Savings Bank,	678,122.00	67,668.00	72,900.00		81,045.00	86,000.00	146,300
4	Brooklyn Savings Bank,	251,095.00	57,930.00	1,500.00		108,700.00	136,500.00	27,500
5	Canaan Savings Bank,	26,717.00	1,076.36	6,532.00	17,873.14	25,382.11	35,443.75	9,537
6	Chelsea Savings Bank, Norwich,	1,189,676.50	572,611.67	9,230.39	400,000.00	624,000.00	1,044,000.00	91,300
7	Chester Savings Bank,	85,112.95	2,480.00	6,790.00		15,825.00	15,500.00	24,951
8	Citizens Savings Bank, Stamford.	599,742.00	152,317.00	12,600.00	100,000.00	139,339.98	252,000.00	78,300
9	City Savings Bank, Bridgeport,	1,231,069.36	43,025.00	43,250.00		564,500.00	665,000.00	86,000
10	City Savings Bank, Meriden,	397,480.00	79,750.00					155,820
11	Colchester Savings Bank,	96,264.78		19,050.85		56,049.45		41,950
12	Collinsville Savings Society,	276,686.05	29,200.00	33,006.97		29,500.00		14,650
13	Conn. Savings Bank, New Haven,	1,718,280.00	230,650.00		100,000.00	524,000.00	1,397,500.00	128,950
14	Deep River Savings Bank,	357,535.00	14,680.00			123,312.80	230,000.00	37,962
15	Derby Savings Bank, Birmingham,	859,932.30	204,870.00	216,737.76		95,443.76	45,000.00	167,725
16	Dime Savings Bank, Cromwell,	81,467.00	1,650.00	1,991.40	6,000.00	9,000.00		2,800
17	Dime Savings Bank, Hartford,	243,011.40	116,311.51		4,500.00	2,900.00		42,454
18	Dime Savings Bank, Middletown,							
19	Dime Savings Bank, Norwich,	664,787.07	287,764.67	40,900.00		23,000.00	188,000.00	1,000
20	Dime Savings Bank, Thompson,	259,495.00	19,220.00	74,520.57		7,068.33	14,112.50	53,712
21	Dime Savings Bank, Wallingford,	141,772.59	2,000.00	20,425.00		26,500.00		17,700
22	Dime Savings Bank, Waterbury,	769,905.00	297,400.00	138,731.50		168,830.36	116,000.00	62,420
23	Dime Savings Bank, Willimantic,	242,740.50	135,329.49	36,116.80		2,953.48	60,534.38	80,232
24	Essex Savings Bank,	294,775.00	15,760.00	12,821.10		98,500.00	105,392.50	36,300
25	Fairfield Co. Sav's B'k, Norwalk,	233,831.00	12,343.00	6,500.00		46,189.33	25,024.45	86,701
26	Falls Village Savings Bank,	198,336.02	12,100.00	64,147.97		41,400.00	113,700.00	51,707
27	Farm. & Mec. Sav. B'k, Middlet'n,	791,827.00	82,966.00	9,450.00		401,700.00	68,000.00	199,350
28	Farmington Savings Bank,	1,209,497.00	68,600.00	3,700.00	90,000.00	50,000.00	500,000.00	178,800
29	Freestone Savings Bank, Portland,	111,639.00	31,072.00	28,145.60	5,000.00	44,300.00	60,000.00	26,720
30	Greenwich Savings Bank,	148,320.00	2,465.00	3,000.00		2,717.90		2,360
31	Groton Savings B'k, Mystic River,	413,446.00				54,000.00	75,000.00	43,700
32	Guilford Savings Bank,	79,511.34	130.00	5,015.00		550.00	5,000.00	37,751
33	Higginum Savings Bank,	16,196.22		6,213.00		3,299.06		2,000
34	Jewett City Savings Bank,	130,918.64	25,265.00	29,375.00		119,400.00	167,920.00	120,900
35	Litchfield Savings Society,	244,917.00	53,500.00	26,000.00	44,250.63	219,700.00	221,727.50	98,980
36	Mariners Sav. Bank, New London,	441,975.00	113,650.00	27,100.00		412,697.50	413,011.25	146,090
37	Mechanics Sav. Bank, Hartford,	870,636.90	277,640.00	16,775.00	1,250.00	81,200.00	351,885.00	137,700
38	Mechanics Sav. Bank, Winsted,	390,585.00	23,820.00	78,120.00		54,920.26	34,000.00	57,720
39	Mec. & Farm. Sav. B'k, Bridge'pt,	490,197.00	15,800.00	3,061.61		67,577.50	86,725.00	86,580
40	Meriden Savings Bank,	859,645.00	119,250.00	52,207.72	10,100.00	84,494.93	665,687.25	214,170
41	Middletown Savings Bank,	1,321,913.00	204,573.00	53,240.00		2,342,200.00	435,950.00	228,570
42	Milford Savings Bank,	88,279.00	6,174.00	1,167.00		53,701.93	10,000.00	41,900
43	Moodus Savings Bank,	63,505.00	10,110.00	1,235.00		62,978.80	57,000.00	11,600
44	National Sav. B'k, New Haven,	515,390.33	14,835.00	6,000.00	16,181.25	123,888.56	40,800.00	150,640
45	Naugatuck Savings Bank,	231,017.20	38,100.00	20,689.00		15,000.00	10,000.00	36,400
46	New Canaan Savings Bank,	35,571.65	2,500.00	2,530.00				19,500
47	New Haven Co-operative Saving Fund and Loan Association,	38,300.00						
48	New Haven Savings Bank,	2,025,410.00	373,156.00	87,650.00		1,795,770.00	1,839,597.50	161,880
49	New Milford Savings Bank,	421,193.20	29,485.00	36,810.87		234,301.25	2,058.75	43,210
50	Newtown Savings Bank,	225,315.19	11,922.00	51,162.52	100.10	48,277.80	73,500.00	36,200
51	Norfolk Savings Bank,	76,592.61	10,105.00	6,630.00		76,475.00	26,112.50	28,740
52	Norwalk Savings Society,	593,208.32	392,842.50	43,751.33		309,145.09	486,200.00	73,400
53	Norwich Savings Society,	2,084,846.74	402,585.00	73,762.17	150,000.00	2,473,645.74	3,157,278.30	93,500
54	Peoples' Savings B'k, Bridgeport,	1,129,443.43	27,241.00			467,400.00	350,785.00	60,070
55	Peoples' Savings B'k, Pawcatuck,	39,450.00						400
56	Peoples' Savings Bank, Rockville,	161,561.00	3,000.00	34,613.38		23,020.00	5,000.00	90,290
57	Putnam Savings Bank,	345,165.00	63,050.50	1,800.00		250,462.00	291,900.00	63,200
58	Ridgefield Savings Bank,	88,267.50		28,512.18		9,000.00		7,800
59	Salisbury Sav'gs Soc'y, Lakeville,	160,100.77	13,800.00	128,155.27		110,539.86	34,502.50	49,430
60	Savings Bank of Ansonia,	553,288.00	67,741.66	84,220.00		20,391.34	29,000.00	120,800
61	Savings Bank of Danbury,	1,169,217.45	29,275.00	69,464.90		280,408.75	486,570.00	67,480
62	Savings Bank of New Britain,	949,571.00	149,642.75	53,265.00	30,700.00	217,000.00	221,500.00	197,300
63	Savings Bank of New London,	977,140.00	147,000.00		315,000.00	982,000.00	853,900.00	257,220
64	Savings Bank of Rockville,	407,217.25	98,077.32	157,824.09		30,500.00	23,000.00	180,400
65	Savings Bank of Stafford Springs,	129,288.43	60,123.50	29,469.01		33,288.97	34,000.00	37,500
66	Savings Bank of Tolland,	59,170.00	6,268.23	16,770.32		4,675.87		7,520
67	Society for Savings, Hartford,	3,716,735.00	999,750.00	53,500.00	274,875.00	3,291,500.00	3,041,356.25	184,820
68	Southington Savings Bank,	247,847.61	45,425.00	2,350.00		54,860.92	81,000.00	159,100
69	South Norwalk Savings Bank,	318,011.41	128,596.71	5,750.00		64,990.10		9,700
70	Southport Savings Bank,	52,750.00	8,410.00	700.00		139,000.00	305,000.00	25,800
71	Stafford Sav. B'k, Stafford Sp'gs,	174,028.40	83,134.72	8,375.00			73,070.00	18,450
72	Stamford Savings Bank,	21,291.00	303,176.92	9,974.00	30,000.00	216,119.76	556,733.19	72,320
73	State Savings Bank, Hartford,	911,206.50	58,467.00	200.00		260,325.00	621,645.00	354,060
74	Stonington Savings Bank,	346,755.87	29,746.00	7,233.90	4,050.00	1,012.50	81,132.35	98,980
75	Suffield Savings Bank,	88,611.00	2,800.00	3,500.00			1,500.00	24,200
76	Thomaston Savings Bank,	202,010.00	49,986.00	16,313.50		5,000.00	6,000.00	51,700
77	Torrington Savings Bank,	194,320.00	7,787.29	44,150.00	41,000.00	113,000.00		10,700
78	Union Savings Bank, Danbury,	635,235.00	38,884.00	115,605.27		93,956.00	55,900.00	44,540
79	Waterbury Savings Bank,	1,258,334.00	557,810.00	159,114.00	8,050.00	273,000.00	275,500.00	101,150
80	Westport Savings Bank,	65,270.00	400.00			10,000.00		15,520
81	Willimantic Savings Institute,	307,191.00	135,129.57	109,233.35		56,500.00		40,200
82	Windham Co. Sv. B'k, Dan'lsonv'l,	269,895.00	13,110.00	3,100.00	100.00	46,980.00	64,230.00	53,000
83	Wind-or Locks Savings Bank,	29,933.70		1,000.00		8,020.00	23,648.75	20,820
84	Winsted Savings B'k, W. Winsted,	418,383.23	56,800.00	96,086.11	10,000.00	229,537.05	207,661.25	54,820
85	Woodbury Savings Bank,	100,009.50	2,595.00	4,516.00		500.00		12,320
Totals,		43,335,589.56	7,988,640.77	2,834,723.41	1,960,030.12	19,964,068.91	21,413,694.92	6,292,680



ND LIABILITIES OF SAVINGS BANKS, OCTOBER 1, 1888.

ASSETS.				LIABILITIES.				
Real Estate.	Cash on Hand.	Other Assets.	Total Assets.	Deposits.	Surplus.	Interest and Profit and Loss.	Other Liabilities.	Total Liabilities.
\$950 00	\$1,574.54	\$863.74	\$192,382.28	\$180,340.67	\$6,825.34	\$5,216.27		\$192,382.28
58,400.00	150,887.51	5,409.30	3,280,663.86	3,061,576.44	150,000.00	69,087.42		3,280,663.86
10,500.62	4,490.70		1,147,026.32	1,098,939.48	17,000.00	31,086.84		1,147,026.32
17,695.05	25,544.66	42,574.86	669,039.57	653,592.92	10,000.00	5,446.65		669,039.57
	13,890.48		136,452.34	127,768.55	6,660.23	2,623.56		136,452.34
143,739.28	77,886.02	1,307.18	4,153,801.04	4,006,426.10	90,000.00	57,374.94		4,153,801.04
	5,197.10	230.32	156,086.62	150,031.38	4,750.00	1,305.24		156,086.62
4,500.00	8,005.23		1,346,804.21	1,299,972.72	43,000.00	3,831.49		1,346,804.21
83,119.83	84,495.68		2,808,459.87	2,648,740.90	108,000.00	51,718.97		2,808,459.87
857.09	44,239.94		678,147.03	646,597.16	25,000.00	6,549.87		678,147.03
	15,139.30	6,021.62	234,476.00	229,372.70	4,500.00	603.30		234,476.00
4,933.59	15,355.60	2,777.44	4,610,965.65	389,682.93	11,136.29	5,290.43		4,610,965.65
64,183.30	40,781.41	1,725.85	4,293,070.56	4,128,993.97	130,434.50	33,642.09		4,293,070.56
7,272.79	35,924.29	40,568.84	847,256.23	788,866.47	30,000.00	28,389.76		847,256.23
3,260.45	39,393.05	2,883.84	1,635,296.16	1,549,809.19	60,000.00	25,486.97		1,635,296.16
2,250.00	5,214.83	3,345.25	113,748.48	106,524.78	1,500.00	5,723.70		113,748.48
	28,711.89	3,056.86	440,945.66	411,811.45	15,000.00	14,134.21		440,945.66
	1,041.66	182.00	1,223.66	999.10		224.56		1,223.66
199,975.85	55,301.24	3,645.64	1,464,374.47	1,383,263.03	29,200.00	51,911.44		1,464,374.47
26,450.31	14,291.05	200.00	469,070.62	444,172.84	23,527.12	1,370.66		469,070.62
	17,568.96	736.87	226,703.42	215,235.16	9,877.39	1,590.87		226,703.42
54,832.54	97,472.93	1,085.61	1,706,736.94	1,607,947.13	40,000.00	58,789.81		1,706,736.94
3,261.57	41,428.75	4,135.26	607,233.23	589,927.66	16,700.00	605.57		607,233.23
48,844.55	14,163.72	31,770.01	662,865.25	624,237.24	21,000.00	17,617.49	10.52	662,865.25
16,204.78	26,571.73	117.11	453,482.70	438,072.59	12,200.00	3,210.11		453,482.70
43,150.28	7,242.11	556.35	532,389.73	507,345.48	17,500.00	4,544.25	3,000.00	532,389.73
173,488.83	14,804.82	4,263.41	1,745,850.06	1,654,987.54	60,000.00	28,322.94	2,539.58	1,745,850.06
56,320.00	46,896.11		2,203,813.11	2,087,698.37	60,000.00	56,114.74		2,203,813.11
4,900.00	8,276.16	6,559.25	326,537.01	304,938.46	13,000.00	8,598.55		326,537.01
3,805.92	25,758.79	674.97	189,111.58	178,568.20	4,956.00	5,587.38		189,111.58
52,491.98	16,637.66		655,275.64	625,422.29	29,853.35			655,275.64
6,973.94	3,487.12	365.10	138,783.70	132,724.19	5,000.00			138,783.70
	1,280.95	228.05	29,217.28	27,888.05	1,244.20	1,059.51		29,217.28
859.12	18,923.34	27,450.61	641,019.74	605,239.82	20,000.00	15,779.92		641,019.74
8,601.97	9,638.76	633.25	927,951.83	885,082.28	27,000.00	15,869.55		927,951.83
89,980.77	63,105.62	543.64	1,708,162.41	1,638,058.60	30,175.00	25,100.81	14,828.00	1,708,162.41
226,147.42	80,349.32	3,977.71	2,047,561.35	1,962,360.82	25,149.20	60,051.33		2,047,561.35
	6,678.28	27,015.47	672,864.01	652,837.51	12,500.00	7,491.60	35.00	672,864.01
1,303.72	7,909.63		759,160.46	731,895.03	9,026.57	18,238.86		759,160.46
58,275.73	58,069.43	1,286.86	2,123,186.92	1,963,171.51	65,350.00	4,665.41		2,123,186.92
372,068.00	222,560.50	10,774.46	5,691,883.96	5,289,903.26	200,000.00	197,801.39	4,179.31	5,691,883.96
	11,110.69	531.71	212,929.33	203,415.33	8,157.72	1,356.28		212,929.33
	4,680.51	8,842.23	219,951.54	210,848.15	7,000.00	2,103.39		219,951.54
20,430.18	19,360.05	1,769.49	909,297.86	851,493.24	50,000.00	7,804.62		909,297.86
7,732.91	3,349.74	6,541.15	368,830.00	358,063.88	6,500.00	4,266.12		368,830.00
37,182.15	119.36		97,403.16	78,350.37	2,025.00	6,156.49	10,871.30	97,403.16
	2,203.43	3,570.00	44,073.43	40,934.60	350.88	2,787.95		44,073.43
215,343.34	116,277.04	13,909.71	6,628,993.59	6,353,526.35	210,000.00	65,467.24		6,628,993.59
16,612.80	32,279.08	3,030.89	818,986.34	725,908.36	53,000.00	22,890.69	14,187.29	818,986.34
16,000.00	18,669.15	12,368.32	493,515.08	462,936.80	13,133.00	15,486.54	1,958.69	493,515.08
3,925.28	12,677.43	470.63	181,748.95	174,937.00	6,000.00	811.95		181,748.95
188,289.29	19,357.07	9,503.49	2,115,791.56	2,007,750.46	65,000.00	43,041.10		2,115,791.56
238,822.60	226,170.19	6,092.01	8,906,702.75	8,346,756.68	250,000.00	309,940.07	6.00	8,906,702.75
38,000.00	15,610.11	3,659.05	2,092,213.59	1,995,711.76	56,000.00	40,501.83		2,092,213.59
	2,588.16		42,438.16	41,263.65	100.00	200.18	874.33	42,438.16
	12,115.10	1,588.65	331,190.13	316,223.80	4,400.00	10,566.33		331,190.13
43,425.00	72,028.22	1,500.00	1,132,530.72	1,079,137.69	26,000.00	27,393.03		1,132,530.72
7,515.90	7,538.39	282.08	148,976.30	141,352.12	6,025.00	1,599.18		148,976.30
38,596.82	19,766.89	6,212.83	561,109.94	537,813.01	10,000.00	13,296.93		561,109.94
26,488.22	12,953.24	1,776.21	916,658.67	888,461.75	18,742.79	9,454.13		916,658.67
132,934.46	19,917.62	14,694.72	2,269,968.04	2,103,448.63	125,000.00	41,519.41		2,269,968.04
28,433.32	29,371.28	1,884.45	1,878,667.80	1,798,065.63	52,000.00	28,602.17		1,878,667.80
189,304.29	67,899.57	6,606.48	3,796,075.34	3,568,788.02	174,115.88	53,171.44		3,796,075.34
14,642.63	30,329.76	29,550.00	971,541.05	919,931.52	30,000.00	21,609.53		971,541.05
7,040.00	13,703.61	19,900.00	364,313.52	352,949.21	6,000.00	5,364.31		364,313.52
1,000.00	3,180.72	410.96	98,996.10	94,879.67	1,834.67	2,157.86	123.90	98,996.10
254,090.00	487,053.95	6,334.56	12,310,017.76	11,695,809.64	487,736.99	126,471.13		12,310,017.76
12,231.06	13,969.44	59,597.47	676,381.50	632,081.23	38,000.00	6,300.27		676,381.50
8,600.00	4,129.56	1,073.98	540,851.66	494,849.90	33,000.00	13,001.76		540,851.66
10,911.86	10,571.51	1,534.86	554,678.23	512,071.71	15,500.00	27,106.52		554,678.23
	31,275.29		388,333.41	380,149.47	1,025.00	7,158.94		388,333.41
36,469.01	90,159.43	14,735.69	2,250,980.50	2,073,631.54	70,000.00	107,348.96		2,250,980.50
575,353.52	27,735.41	7,504.07	2,816,496.50	2,718,705.11	84,527.57	13,263.82		2,816,496.50
172,939.20		3,749.68	745,711.00	689,613.45	45,712.95	6,994.77	3,389.83	745,711.00
	1,117.69	34.33	121,763.02	114,536.19	6,921.48	305.35		121,763.02
	5,524.45	714.03	337,247.98	318,379.63	12,000.00	6,868.35		337,247.98
	11,851.74		422,809.03	405,921.80	7,326.56	9,560.67		422,809.03
63,538.00	34,000.23	1,046.51	1,082,705.01	1,013,047.48	27,500.00	42,157.53		1,082,705.01
3,437.46	40,601.71	174.70	2,677,171.57	2,552,215.07	100,000.00	24,694.66	262.14	2,677,171.57
	5,991.41	139.11	97,322.52	87,145.89	9,001.25	1,175.38		97,322.52
80,083.86	36,927.05	28,589.82	793,854.65	717,711.43	54,400.77	20,069.48	1,632.97	793,854.65
80,746.33	13,354.12	1,566.14	546,081.59	520,198.63	3,878.93	12,504.03		546,081.59
	14,255.70	882.37	98,611.02	97,862.18		157.84	591.00	98,611.02
7,704.33	1,950.14	4,631.13	1,087,578.24	1,008,718.69	60,000.00	18,859.55		1,087,578.24
14,752.85	890.62	664.21	141,253.18	120,458.21	6,071.62	14,065.40	657.95	141,253.18
4,442,075.95	3,060,836.74	524,634.45	111,816,976.58	105,850,078.95	3,689,953.25	2,217,786.57	59,157.81	111,816,976.58



# ABSTRACT OF REPORTS OF SAVINGS BANKS, FROM 1853 TO 1888, INCLUSIVE.

252

## BANK COMMISSIONERS' REPORT.

Year.	No. of Banks.	Number of Depositors	Deposits.	Other Liabilities.	Loans on Real Estate.	Loans on Stocks, Bonds, and Personal Security.	Invested in U. S. Bonds.	Invested in other Bonds and in Stocks.	Real Estate including Banking Houses.	Other Assets including Cash on hand.	Total Assets.	Excess of Assets over Liabilities.
1853	23	50,850	\$8,764,645	\$994	\$4,656,849	\$2,502,236	.....	\$1,481,732	\$29,248	\$317,763	\$8,987,819	\$222,179
1854	26	54,589	9,655,746	4,340	5,379,869	2,439,047	.....	1,880,776	28,866	124,764	9,853,322	193,236
1855	27	57,708	10,844,933	4,780	6,014,226	2,429,212	.....	2,440,062	28,827	137,530	11,049,857	199,144
1856	29	61,186	12,162,136	6,809	6,871,305	2,932,728	.....	2,445,126	45,181	371,172	12,533,308	364,363
1857	29	62,039	12,562,494	3,448	7,408,773	2,541,790	.....	2,107,715	22,000	797,714	12,878,053	312,011
1858	35	66,709	14,052,181	8,458	8,788,566	2,217,977	.....	2,228,984	22,000	1,218,550	14,467,270	407,361
1859	37	75,792	16,565,283	10,080	10,409,542	2,770,519	.....	2,290,404	28,900	1,443,950	16,828,386	253,023
1860	44	84,614	19,337,670	13,057	12,462,710	3,740,293	.....	2,274,463	49,137	1,328,426	19,852,897	462,170
1861	45	88,373	19,983,959	9,256	13,065,901	2,554,427	.....	2,343,699	188,914	2,117,293	20,539,758	546,543
1862	49	103,727	23,146,936	19,048	13,580,291	2,478,550	\$2,507,919	2,386,462	178,970	2,220,483	23,648,492	482,508
1863	48	116,681	26,954,802	45,431	12,850,258	3,250,683	6,481,550	2,466,729	204,892	2,311,618	27,565,731	565,498
1864	49	121,692	29,142,288	61,554	12,831,399	3,141,593	7,109,648	2,734,865	230,901	5,048,739	31,087,145	1,883,603
1865	50	107,572	27,319,013	80,191	11,491,197	2,752,242	8,194,220	2,826,492	194,239	3,433,061	28,891,454	1,492,250
1866	53	126,823	31,180,390	78,330	13,268,487	3,240,046	9,180,943	3,302,732	210,492	3,958,165	33,150,865	1,892,134
1867	54	138,846	36,283,660	88,280	16,787,715	4,119,581	10,191,713	3,590,895	234,841	3,719,142	38,643,891	2,272,150
1868	55	149,919	41,803,681	43,775	21,031,619	4,570,204	10,585,029	3,678,073	307,578	3,376,963	44,549,466	2,702,008
1869	58	165,692	47,904,834	120,462	26,081,162	5,601,305	9,138,484	3,968,855	387,111	6,027,148	51,202,065	3,177,768
1870	64	177,887	55,297,705	69,585	32,144,662	7,332,226	7,133,436	9,877,706	412,139	1,699,608	58,619,779	3,252,488
1871	73	195,937	62,717,814	81,705	38,265,514	8,476,413	5,336,154	10,601,242	429,154	1,838,989	65,307,469	2,507,949
1872	78	201,742	68,523,397	161,046	43,174,015	9,495,818	4,771,970	11,651,691	423,342	1,754,557	71,271,395	2,586,950
1873	79	204,741	70,769,407	151,407	47,226,893	8,596,818	4,039,564	11,695,325	519,840	1,599,140	73,677,582	2,756,767
1874	86	206,274	73,783,802	99,028	51,552,293	7,042,492	4,141,645	11,196,366	581,946	2,360,304	76,875,049	2,992,219
1875	87	208,030	76,489,310	655,847	55,363,219	5,060,709	4,974,423	10,554,859	574,743	3,009,702	79,537,656	2,392,499
1876	86	203,514	78,524,172	233,434	55,403,988	4,715,266	6,067,656	12,180,119	767,218	2,202,380	81,336,631	2,579,024
1877	86	204,575	77,214,372	409,864	52,337,212	4,514,246	7,192,260	11,762,279	2,208,474	2,322,464	80,273,938	2,649,701
1878	86	199,795	72,515,468	657,017	48,142,697	3,601,176	6,780,564	11,532,292	3,707,133	2,260,700	76,024,606	2,852,120
1879	86	202,385	72,842,443	536,185	45,108,803	3,388,065	8,163,695	11,691,003	4,959,119	2,931,131	76,241,816	2,863,188
1880	85	213,913	76,518,570	170,522	42,791,160	4,300,209	7,245,223	16,681,918	5,397,281	3,527,867	79,943,659	3,254,566
1881	85	225,366	80,522,300	285,448	39,808,956	7,089,301	6,723,479	20,913,758	5,675,822	4,031,815	84,243,131	3,435,382
1882	84	237,993	84,942,410	79,374	38,381,167	10,714,964	5,649,570	25,100,273	5,366,521	3,521,179	88,915,870	3,894,085
1883	84	246,652	88,098,384	241,870	38,517,003	11,612,129	3,774,929	29,801,357	5,124,889	3,848,756	92,679,003	4,338,809
1884	84	252,245	90,614,623	684,497	39,202,431	10,443,448	3,986,556	33,476,645	4,967,264	3,546,717	95,625,157	4,326,037
1885	84	256,097	92,481,425	638,620	39,728,616	9,963,152	3,249,380	35,857,549	4,879,616	4,039,606	97,717,921	4,602,876
1886	85	266,888	97,424,820	421,376	40,538,284	9,971,400	3,116,542	40,408,660	4,738,928	3,918,009	102,691,828	4,845,627
1887	85	278,415	102,189,935	38,644	41,712,905	11,379,789	2,879,706	44,018,410	4,606,113	3,299,989	107,896,912	5,668,333
1888	85	287,776	105,850,079	59,158	43,335,590	10,823,364	1,960,030	47,670,446	4,442,076	3,585,471	111,816,977	5,907,740



# TRUST COMPANIES DOING A BANKING BUSINESS.

## SUMMARY OF THEIR ASSETS AND LIABILITIES, OCTOBER 1, 1888.

NAME OF COMPANY.	ASSETS.										LIABILITIES.						
	Loans and Discounts.	Overdrafts.	United States Bonds.	Other Stocks, Bonds, and Mortgages.	Due from Banks and Bankers.	Real Estate, and Furniture, and Fixtures.	Current Expenses.	Specie and Currency.	Checks and Cash Items.	Total Assets.	Capital.	Surplus.	Undivided Profits.	Dividends Unpaid.	Individual Deposits.	Due to Banks and Bankers.	Total Liabilities.
Conn. Trust and Safe Deposit Co., Hartford,	\$802,301.46	555.95		542,851.00	561,514.16			19,776.79	7,208.74	1,934,206.10	300,000.00	75,000.00	22,926.31	70.00	1,306,452.83	229,756.96	1,934,206.10
Fidelity Company, Hartford,	100,992.55	384.11		13,760.00	8,691.28		734.06	47.08		124,609.08	10,000.00		17,680.70		96,928.38		124,609.08
Greenwich Trust, Loan, and Deposit Co.,	65,863.28			46,513.33	31,415.16	3,195.20	471.51	14,932.04	2,808.22	165,198.74	50,000.00	2,863.93	923.20		110,023.50	1,388.11	165,198.74
Hartford Trust Company,	906,080.42	724.72		7,750.00	30,589.71	257,978.12	3,405.34	29,439.69	25,825.68	1,261,743.68	300,000.00	78,470.03		350.00	879,228.66	3,694.99	1,261,743.68
Merchants Loan and Trust Co., Willimantic,	4,330.00			68,600.00			8.25		1,678.29	74,616.54	51,600.00	1,500.00	1,154.00		10,325.00	10,037.54	74,616.54
Security Company, Hartford,	123,292.45			486,741.59	81,791.19			5,156.12	6,449.32	703,430.67	200,000.00	50,000.00	43,816.86		399,037.56	10,576.25	703,430.67
Thompsonville Trust Company,	64,125.83			34,631.25	22,661.04	5,000.00		12,165.82		138,583.94	25,000.00		5,675.13	1,889.29	92,078.76	13,940.76	138,583.94
The Union Trust Company, New Haven,	207,224.02		1,191.25	32,202.53	98,030.22	28,000.00		13,981.08	16,899.05	397,523.15	100,000.00	20,000.00			266,655.46	10,872.69	397,523.15
Totals,	\$2,274,210.01	1,662.78	1,191.25	1,233,049.70	834,642.76	294,173.32	4,619.16	95,498.62	60,869.30	4,799,916.90	1,036,600.00	227,833.96	92,176.20	2,309.29	3,160,730.15	280,267.30	4,799,916.90

# STATE BANKS.

## SUMMARY OF THEIR ASSETS AND LIABILITIES, OCTOBER 1, 1888.

NAME OF BANK.	ASSETS.										LIABILITIES.						
	Loans and Discounts.	Overdrafts.	Stocks, Bonds, and Mortgages.	Due from Banks and Bankers.	Real Estate, and Furniture, and Fixtures.	Current Expenses.	Specie and Currency.	Checks and Cash Items.	Total Assets.	Capital.	Surplus.	Undivided Profits.	State Bank Notes.	Dividends Unpaid.	Individual Deposits.	Due to Banks and Bankers.	Total Liabilities.
City Bank, Hartford,	\$838,903.09	3,077.27	127,085.50	58,043.77	6,297.36	2,981.83	38,439.85	27,480.49	1,102,309.16	440,000.00		81,024.81		124.10	574,715.04	6,445.21	1,102,309.16
City Bank, New Haven,	664,174.63		60,300.00	249,113.39	20,100.00	3,071.26	114,332.00	33,772.21	1,144,863.49	500,000.00	50,000.00	20,077.35		1,440.00	497,620.08	75,726.06	1,144,863.49
Connecticut River Banking Co., Hartford,	598,092.98	14,771.35	69,485.00	97,179.23	24,650.00	210.25	32,193.48	5,521.91	842,104.20	250,000.00		41,671.24		170.00	484,813.20	65,449.76	842,104.20
Mechanics Bank, New Haven,	531,121.62	937.79		121,877.90	55,000.00	3,177.74	56,784.91	17,884.99	786,784.95	300,000.00	25,000.00	8,139.67		999.50	394,689.79	57,955.99	786,784.95
Saybrook Bank, Essex,	135,682.06	52.55		22,086.92	12,914.40	707.03	11,828.52	31.52	183,303.00	100,000.00		5,826.94		561.00	60,505.02	16,400.04	183,303.00
State Bank, Hartford,	740,699.90	7,704.22	85,674.50	188,228.84	52,978.80		7,254.83	15,013.05	1,097,554.14	400,000.00		61,536.92	9,556.00	1,212.50	510,687.61	114,561.11	1,097,554.14
Union Bank, New London,	456,282.91	843.56	108,408.98	78,469.19	30,043.87	1,947.29	41,180.39	7,184.00	724,360.19	300,000.00	20,000.00	12,835.73		325.00	312,474.46	78,725.00	724,360.19
United States Bank, Hartford,	648,765.91	2,236.79	311,230.24	215,064.00			23,525.00	34,521.67	1,235,343.61	100,000.00	125,000.00	18,001.64			934,152.83	8,189.14	1,235,343.61
Totals,	\$4,613,723.10	29,623.53	762,184.22	1,030,063.24	201,984.43	12,095.40	325,538.98	141,409.84	7,116,622.74	2,390,000.00	220,000.00	249,124.30	9,556.00	4,832.10	3,819,658.03	423,452.31	7,116,622.74



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REPORTS OF  
INVESTMENT COMPANIES IN CONNECTICUT,

October 1, 1888.

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## THE EASTERN BANKING COMPANY, HARTFORD.

BOSTON, MASS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate.	\$42,212.00	Preferred Capital Stock paid in.	\$150,100.00
Loans secured by second liens on Real Estate and Personal Guarantee.	41,780.20	Common Capital Stock.	350,000.00
Loans secured by second liens on Real Estate.	15,401.98	Undivided Profits.	13,139.34
Loans on Collateral Secu'ty.	5,000.00	Bills Payable.	7,560.00
Loans on Personal Secu'ty.	3,317.86	Loans paid, but not re- mitted for.	1,048.25
Stock and Bonds.	50,000.00	Deposits awaitin' Investm't.	20,615.97
Other Real Estate.	11,260.93	Other Deposits.	2,449.45
Foreclosure Account.	2,158.98	Due to Branch Offices and Agents.	146.24
Premiums Paid.	350,000.00	Due to Banks and Bankers.	152.50
Current Expenses.	11,707.08		
Past-due Interest remitted for but not paid to us.	1,265.43		
Due from Branch Offices and Agents.	565.05		
Due from Sundry Persons.	2,479.07		
Due from Banks & Bankers.	6,740.33		
Cash.	1,322.84		
Total Assets.	\$545,211.75	Total Liabilities.	\$545,211.75

## DESCRIPTION OF STOCK AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
500 shares Western Security Co., . . . . \$	50,000.00	50,000.00	50,000.00

Amount of outstanding Guaranteed Loans, none.

When organized, November, 1887. Under what State laws, Connecticut.

Principal place of business, Boston, Mass.

Authorized Capital, \$700,000.

Personal liability of Stockholders, none.

FRANCIS A. OSBORN, President.

WM. F. HAMMETT, Vice-President.

EDW. T. MERRIHEW, Treasurer.

DIRECTORS. — Francis A. Osborn, Wm. F. Hammett, Edw. T. Merrihew.

## EQUITABLE TRUST COMPANY, NEW LONDON.

NEW YORK, N. Y.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Due from Banks, Bankers, } and Trustees, . . . }	\$46,124.53	Capital Stock, . . .	\$1,500,000.00
Mortgage Loans, . . .	388,361.62	Debentures, . . .	1,931,000.00
Accretions on same, . . .	30,009.47	Due to Banks, Bankers, } and Trustees, . . . }	25,089.68
Agreements of Sale, . . .	1,775.00	Coupons not presented, . . .	277.25
Land Contracts, . . .	500,000.00	Interest, . . .	19,326.84
Real Estate, . . .	1,899,502.45	Real Estate Income, . . .	4,070.61
Current Expenses, . . .	1,913.29	Sundry Creditors, . . .	436.79
Sundry Debits, . . .	6,160.88		
Excess of Liabilities over } Assets, . . . }	606,353.93		
Total Assets, . . .	\$3,480,201.17	Total Liabilities, . . .	\$3,480,201.17

## STATEMENT OF DEBENTURES, ALL BEARING SIX PER CENT.

Maturing, May 1, 1889, . . . . .	\$416,500.00
Maturing, November 1, 1889, . . . . .	567,000.00
Maturing, May 1, 1890, . . . . .	393,000.00
Maturing, November 1, 1890, . . . . .	323,500.00
Maturing, February 1, 1891, . . . . .	231,000.00
Total Amount Outstanding, . . . . .	\$1,931,000.00

## SECURITY FOR ABOVE DEBENTURE.

(Held by James A. Roosevelt and Adrian Iselin, as Debenture Trustees.)

Land Contracts (St. Paul, Minn. & Man. R. R.), . . . . .	\$500,000.00
Mortgage Loans, . . . . .	323,767.55
Mortgage Loans, Past Due, . . . . .	64,594.07
Real Estate (at Cost), . . . . .	1,899,502.45
Agreements for Sale of Real Estate, . . . . .	1,775.00
Cash, . . . . .	25,716.68
Total amount of Security, . . . . .	\$2,815,355.75

Liability of any one firm, corporation, or person other than a Director, all loans secured by mortgage.

Par value of Stock, \$100; market value, no sales to determine.

Rate per cent. of last Dividend, and when paid,  $3\frac{1}{2}$  per cent., March, 1878.

JAMES ROOSEVELT, President.

ALFRED ROOSEVELT, 1st Vice-President.

ADRIAN ISELIN, 2d Vice-President.

W. EMLIN ROOSEVELT, Secretary.

EXECUTIVE COMMITTEE. — Adrian Iselin, Chas. Butler, Eugene Kelly, Adrian Iselin, Jr., Alfred Roosevelt, Wm. Remsen, Francis V. Parker, Gustave E. Kissel, George A. Robbins.



## THE IOWA MORTGAGE COMPANY,

HARTFORD.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$115,675.00	Capital Stock paid in, . . . \$100,000.00
Loans secured by second liens on Real Estate, . . . 62,198.82	Guaranty Fund, . . . . 10,098.87
Loans on Collateral Security, . . . 1,195.33	Undivided Profits, . . . . 1,796.28
Tax Sale Certificates, . . . . 183.05	Bills Payable, . . . . . 61,850.00
Foreclosure Account, . . . . 453.13	Interest paid by Borrowers, awaiting presentation of
Furniture and Fixtures, . . . . 1,192.00	Coupon, . . . . . 7,424.99
Current Expenses, . . . . . 2,735.59	Loans paid, but not remitted for, 3,150.00
Past-due Interest remitted for, but not paid to us, . . . 13,360.94	Certificates of Deposit bear- ing Interest, . . . . . 6,860.50
Past-due Loans remitted for, but not paid to us, . . . . 250.00	Deposits awaiting Investment, 15,518.95
Due from Branch Offices and Agents, . . . . . 751.25	Due to Banks and Bankers, . . 10,000.00
Due from Sundry Persons, . . . 822.90	
Due from Banks and Bankers, . . 1,177.00	
Cash, . . . . . 11,135.86	
Dividend Paid, . . . . . 2,000.00	
Reserved on Coupons, . . . . 3,568.72	
Total, . . . . . \$216,699.59	Total, . . . . . \$216,699.59

Amount of outstanding Guaranteed Loans, \$376,555.00.

When organized, November 16, 1887. Under what State laws, Connecticut.

Principal place of business, Hartford, Conn.

Authorized Capital, \$100,000.

Personal liability of Stockholders, none.

J. O. PHELPS, President,

GEO. W. BAWDEN, Vice-President.

J. O. PHELPS, JR., Secretary and Treasurer.

DIRECTORS. — J. O. Phelps, C. J. Cole, T. O. Enders, J. R. Redfield, Samuel Mather, J. S. Camp, J. W. Welch, O. B. Arnold, S. A. Hull, W. H. Fuller, H. C. Joyner, L. F. Englesby, R. H. Ensign, G. W. Bawden, J. O. Phelps, Jr.

# THE LOAN AND GUARANTEE COMPANY OF CONN., HARTFORD.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$381,833.25	Capital Stock paid in, . . \$100,000.00
Foreclosure Account, . . 9,515.74	Undivided Profits, . . . 6,235.94
Furniture and Fixtures, . . 600.00	Bills Payable, . . . 18,200.00
Current Expenses and Taxes, 2,844.53	Debenture Bonds outstand- ing, . . . 291,700.00
Remittances for Interest ma- tured within sixty days, . . 992.47	Interest paid by Borrowers, awaiting presentation of Coupons, . . . 283.03
Other Past due Interest re- mitted for but not paid to us, 1,580.43	
Past-due Interest on loans owned by us, . . . 3,935.30	
Due from Banks and Bankers, 12,149.40	
Cash, . . . 178.83	
Accrued Interest, . . . 2,789.02	
Total, . . . \$416,418.97	Total, . . . \$416,418.97

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per cent.	Year when dated.	Year when due.	Secured by pledge of 1st mortgage loans.	Amount of Debentures.
A,	6 per cent.,	1886,	1891,	\$27,510.00	\$25,000.00
B,	" "	1886,	1891,	55,000.00	50,000.00
C,	" "	1886,	1891,	27,500.00	25,000.00
D,	" "	1886,	1891,	55,000.00	50,000.00
E,	" "	1887,	1892,	55,000.00	50,000.00
F,	" "	1887,	1892,	55,005.00	50,000.00
G,	" "	1887,	1892,	27,500.00	25,000.00
H,	" "	1888,	1893,	27,500.00	25,000.00
I,	" "	1888,	1893,	16,500.00	15,000.00
Totals,	.....	.....	.....	\$346,515.00	\$315,000.00

Total amount of Debentures certified, . . . \$315,000.00  
Less amount on hand and with Agents, . . . 23,300.00

Total liability for Debenture Bonds as per statement, . . . \$291,700.00

Trustees for Debentures, Connecticut Trust and Safe Deposit Company, Hartford.  
Amount of outstanding Guaranteed Loans, \$13,500.00.

When organized, October 26, 1885. Under what State laws, Connecticut.

Principal place of business, 65 Pearl Street, Hartford, Conn.

Authorized Capital, \$500,000.00.

Personal liability of Stockholders, none.

WILLIAM L. MATSON, President.  
FRANK E. JOHNSON, Secretary.

C. C. KIMBALL, 1st Vice President.  
FAYETTE I. FOSS, 2d Vice-President.

DIRECTORS. — John G. Root, C. C. Kimball, William L. Matson, Elisha Johnson, Leverett Brainard, F. I. Foss, F. R. Foster, H. A. Botsford.

THE MIDDLESEX BANKING COMPANY,  
MIDDLETOWN.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$2,115,689.70	Capital Stock paid in, . . . \$600,000.00
Loans on Collat'l Security, . . . 640.00	Undivided Profits, . . . 33,987.52
Loans on Pers'l Security, . . . 2,000.00	Debenture B'ds outstanding, 1,746,500.00
Stocks and Bonds, . . . 24,912.50	Interest paid by Borrowers, awaiting presentation of
Office Building, and Safe Deposit, . . . 16,207.11	Coupons, . . . 1,033.60
Other Real Estate, . . . 20,616.65	Loans paid but not remitted for, . . . 2,091.58
Foreclosure Account, . . . 10,661.09	Deposits awaiting investm't, . . . 985.00
Current Expenses, . . . 18,365.51	Due to Branch Offices and Agents, . . . 3,425.16
Remittances for Interest ma- tured within 60 days but not paid to us, . . . 3,054.70	Due to Banks and Bankers, . . . 10,000.00
Other Past-due Interest re- mitted for but not paid to us, . . . 8,669.69	Interest accrued on Deben- tures, . . . 26,042.50
Accrued Interest, . . . 68,116.47	Sundry Accounts, . . . 837.92
Past-due Loans remitted for but not paid to us, . . . 8,606.85	
Due from Branch Offices and Agents, . . . 7,506.71	
Due from Sundry Persons, . . . 6,554.57	
Due from Banks & Bankers, . . . 99,019.85	
Cash, . . . 281.88	
Topographical Records, . . . 14,000.00	
Total Assets, . . . \$2,424,903.28	Total Liabilities, . . . \$2,424,903.28

DESCRIPTION OF STOCK AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
New York, New Haven & Hartford R. R. Company, 4s, . . . \$	10,000.00	10,900.00	11,050.00
Chicago, Burlington & Quincy R. R. Co., 4s,	10,000.00	9,250.00	9,200.00
Louisville, New Albany & Chi. R. R. Co., 6s,	5,000.00	4,762.50	4,700.00



## THE MIDDLESEX BANKING COMPANY.—CONTINUED.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per cent.	Year when dated.	Year when due.	Year when redeemable.	Secured by pledge of 1st mortgage loans.	Amount of Debentures.
B,	6 per cent.,	1884,	1889,	.....	\$49,177.34	\$49,000.00
C,	"	1884,	1889,	.....	50,623.21	50,000.00
D,	"	1884,	1889,	.....	25,656.12	25,000.00
E,	"	1885,	1890,	.....	25,386.75	25,000.00
F,	"	1885,	1890,	.....	25,092.81	25,000.00
G,	"	1885,	1890,	.....	27,930.21	20,000.00
H,	"	1885,	1890,	.....	25,928.02	25,000.00
I,	"	1885,	1890,	.....	50,202.27	50,000.00
J,	"	1886,	1891,	.....	50,493.00	50,000.00
K,	"	1886,	1891,	.....	50,349.56	50,000.00
L,	"	1886,	1891,	.....	56,139.97	50,000.00
M,	"	1886,	1891,	.....	50,552.11	50,000.00
N,	"	1886,	1891,	.....	50,734.78	50,000.00
O,	"	1886,	1891,	.....	51,097.70	50,000.00
P,	"	1886,	1891,	.....	51,079.41	50,000.00
Q,	"	1887,	1892,	.....	50,795.81	50,000.00
R,	"	1887,	1892,	.....	50,433.43	50,000.00
S,	"	1887,	1892,	.....	53,498.28	50,000.00
1,	"	1887,	1892,	1894,	52,364.59	50,000.00
2,	"	1887,	1892,	1894,	51,591.36	50,000.00
3,	"	1887,	1892,	1894,	51,904.36	50,000.00
4,	"	1887,	1892,	1894,	51,578.81	50,000.00
5,	"	1887,	1892,	1894,	50,470.65	50,000.00
6,	"	1887,	1892,	1894,	50,220.05	50,000.00
7,	"	1887,	1892,	1894,	22,417.36	20,000.00
8,	"	1887,	1892,	1894,	50,157.85	50,000.00
9,	"	1887,	1892,	1894,	50,278.75	50,000.00
10,	"	1888,	1893,	1895,	50,407.24	50,000.00
11,	"	1888,	1893,	1895,	50,293.97	50,000.00
12,	"	1888,	1893,	1895,	50,453.21	50,000.00
13,	"	1888,	1893,	1895,	50,274.62	49,500.00
14,	"	1888,	1893,	1895,	50,506.39	49,000.00
15,	"	1888,	1893,	1895,	50,265.33	49,500.00
16,	"	1888,	1893,	1895,	40,626.95	35,500.00
17,	"	1888,	1893,	1895,	100,311.47	97,000.00
18,	"	1888,	1893,	1895,	101,184.91	95,500.00
19,	"	1888,	1893,	1895,	36,643.44	31,500.00
Total,	.....	.....	.....	.....	\$1,807,122.09	\$1,746,500.00

Total amount of Debentures certified, . . . . . \$1,766,500.00  
Less amount on hand and with Agents, . . . . . 20,000.00

Total liability for Debenture Bonds as per statement, . . . . . \$1,746,500.00

Trustees for Debentures, Security Company, Hartford, Conn.

Amount of outstanding Guaranteed Loans, \$715,985.00.

When organized, November 5, 1875. Under what State laws, special charter, Connecticut.

Principal place of business, Middletown.

Authorized Capital, \$1,000,000.00.

Personal liability of Stockholders, none.

R. N. JACKSON, President.

C. E. JACKSON, 2d Vice-President.

M. E. VINTON, 1st Vice-President.

D. T. HAINES, Secretary.

TRUSTEES.—Benj. Douglas, Thomas G. Carson, Russel Frisbie, John M. Douglas, Robert N. Jackson, Merrick E. Vinton, Chas. E. Jackson, Wm. F. Graves, Emory H. Nash, Austin R. Mitchell.

THE MORTGAGE INVESTMENT COMPANY OF CONN.,  
HARTFORD.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on	Capital Stock paid in, . . \$11,070.00
Real Estate, . . . \$24,136.00	Undivided Profits, . . . 230.70
Current Expenses, . . . 248.50	Debenture Bonds outstanding, 18,000.00
Due from Banks and Bankers, 4,641.18	Interest accrued but not due, 171.75
Interest accrued but not due, 446.77	
Total Assets, . . . \$29,472.45	Total Liabilities, . . . \$29,472 45

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Rate per cent.	Dated.	Due.	Redeemable.	Debentures.
5	1888	1893	1893	\$18,000 00

Secured by all the assets as herein listed and also by subscribed capital stock liable to call amounting to \$111,930.00. The trustee assumes the responsibility that no debentures shall be certified to in excess of the amount of uncalled capital of the company actually subscribed.

Total amount of Debentures certified, . . . . . \$18,000.00  
Less amount on hand and with Agents, none.

Total liability for Debenture Bonds as per statement, . . . . . \$18,000.00

Trustees for Debentures, City Bank of Hartford.

Amount of outstanding Guaranteed Loans, none.

When organized, July, 1888. Under what State laws, Connecticut.

Principal place of business, Hartford, Conn.

Authorized Capital, \$5,000,000.00.

Personal liability of Stockholders, \$111.930.00.

EDWARD D. ROBBINS, President.

CHARLES H. CLARK, Treasurer.

DIRECTORS. — Thomas Sisson, Silas W. Robbins, Daniel R. Howe, Richard A. Robbins, Charles Hopkins Clark, Edward D. Robbins.

# THE NEW ENGLAND MORTGAGE SECURITY COMPANY, BROOKLYN,

BOSTON, MASSACHUSETTS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens	Capital Stock paid in, . . \$1,000,000.00
on Real Estate, . . . \$2,835,181.04	Undivided Profits, . . . 59,254.49
Loans on Collat'l Security, 155,000.00	Debenture Bonds outstand-
Loans on Personal Security, 2,800.00	ing, . . . 2,406,000.00
Bonds, . . . 2,760.00	Dividends Unpaid, . . . 30.00
Real Estate, . . . 328,103.75	Due to Sundry Persons, . . 432.75
Foreclosure Account, . . 19,417.42	Bond Coupons due but not
Current Expenses, . . . 71,199.68	presented for payment, 14,540.00
Due from Sundry Persons, 13,206.86	Suspense Account, . . . 17,421.24
Due from Banks and Bankers, 64,544.87	
Cash, . . . 5,464.86	
Total Assets, . . . \$3,497,678.48	Total Liabilities, . . . \$3,497,678.48

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Series "F," of The New England Mortgage Security Company, . . . . .	\$3,000.00	2,760.00	.....

## STATEMENT OF DEBENTURE BONDS.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Amount of Debentures.
F,	5 per cent.	1882,	1902,	\$500,000.00
G,	6 "	1885,	1890,	500,000.00
H,	5 "	1886,	1896,	500,000.00
I,	5 "	1886,	1896,	500,000.00
J,	5 "	1887,	1897,	300,000.00
K,	5 "	1887,	1898,	250,000.00
Total,	.....	.....	.....	\$2,550,000.00

Total amount of Debentures certified, . . . . . \$2,550,000.00  
Less amount on hand and with Agents, . . . . . 144,000.00  
Total liability for Debenture Bonds as per statement, . . . . . \$2,406,000.00



THE NEW ENGLAND MORTGAGE SECURITY COMPANY,  
BROOKLYN. — CONTINUED.

Trustees for Debentures, none.

Amount of outstanding Guaranteed Loans, none.

When organized, 1875. Under what State laws, Connecticut.

Principal place of business, Boston, Mass.

Authorized Capital, \$1,000,000.00.

Personal liability of Stockholders, none.

CHARLES L. FLINT, President.

J. F. F. BREWSTER, Treasurer.

C. A. POTTER, Sec. and Asst. Treas.

THOMAS WIGGLESWORTH, Vice-President.

AMOS T. FROTHINGHAM, “

ELISHA ATKINS, “

OLIVER AMES, “

SAMUEL S. STEVENS, “

DIRECTORS. — Henry Saltonstall, Francis A. Osborn, Charles L. Flint, Dan'l A. Gleason, Austin Corbin, J. Baxter Upham, F. A. Faulkner.

## THE THAMES LOAN AND TRUST COMPANY,

NORWICH.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Discounted for Directors, . . .	\$6,602.50	Capital Stock, . . .	\$100,000.00
Discounted for other parties in this State, . . .	26,868.62	Surplus Fund, . . .	25,000.00
Discounted for parties out of this State, . . .	6,260.50	Other Undivided Profits, . .	14,871.58
Due from Banks, Bankers, and Trust Companies, . . .	2,229.57	Collections, . . .	9,878.63
Town, City, and Corporation Bonds, . . .	41,050.00	Earnings, . . .	2,079.79
Bank Stocks, . . .	2,010.00		
Current Expenses, . . .	834.71		
Checks and Cash Items, . . .	242.81		
Real Estate Mortgages, . . .	33,056.25		
“ “ Advances, . . .	14,785.15		
County Warrants, . . .	10,066.30		
Foreclosures, . . .	7,823.59		
Total Assets, . . .	\$151,830.00	Total Liabilities, . . .	\$151,830.00

Liability of any one Director, \$3,100.

Par value of stock, \$100; market value, no sales to determine.

Rate per cent. of last Dividend, and when paid, 2 per cent. April 1, 1879.

CHARLES BARD, President.

J. HUNT SMITH, Secretary and Treasurer.

TRUSTEES. — James L. Hubbard, Charles Bard, Gardiner Greene, Hugh H. Osgood, John Mitchell, James O. Sweet, J. Hunt Smith, Bela P. Learned, Willis A. Briscoe.

## THE WESTERN LAND COMPANY,

BROOKLYN.

BOSTON, MASS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans on Personal Security,	\$69,900.00	Capital Stock paid in, . .	\$100,000.00
Stocks and Bonds, . . . .	30,100.00	Undivided Profits, . . . .	646.24
Foreclosure Account, . . . .	158.33		
Current Expenses, . . . . .	276.30		
Due from Banks and Bankers, .	211.61		
Total, . . . . .	\$100,646.24	Total, . . . . .	\$100,646.24

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
301 shares Preferred Stock of The Eastern Banking Company, . . . . .	\$30,100.00	\$30,100.00	\$30,100.00

Amount of outstanding Guaranteed Loans, none.

When organized, 1876. Under what State laws, Connecticut.

Principal place of business, Boston, Mass.

Authorized Capital, \$100,000.00.

Personal liability of Stockholders, none.

FRANCIS A. OSBORN, President.

EDW. T. MERRIHEW, Treasurer.

DIRECTORS. — FRANCIS A. OSBORN, EDW. T. MERRIHEW.



## THE WESTERN SECURITY COMPANY,

BROOKLYN.

BOSTON, MASS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$275,895.00	Capital Stock paid in, . . \$100,000.00
Loans on Collateral Security, 3,283.74	Undivided Profits, . . . 1,720.20
Tax Sale Certificates (for in- vestment), . . . . 36,859.70	Bills Payable, . . . . 20,500.00
Real Estate, . . . . 6,095.36	Bonds outstanding, . . . 227,201.00
Foreclosure Account, . . . 891.81	Due to Branch Offices and Agents, . . . . . 1,039.87
Current Expenses, . . . 110.76	Coupons unpaid on Bonds, . 1,913.29
Due from Branch Offices and Agents, . . . . . 1,188.93	
Cash, . . . . . 11,656.30	
Advances Account, Tax Deeds, 621.27	
Bond Coupon Account, . . 5,871.46	
Profit and Loss, . . . . 9,900.03	
Total, . . . . . \$352,374.36	Total, . . . . . \$352,374.36

## STATEMENT OF DEBENTURE BONDS.

Series.	Rate per cent.	Year when Dated.	Year when Due.	Year when Red'mable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.,	1887,	1893,	1892,	.....	\$54,000.00
	" "	1886,	1892,	1891,	\$173,271.00	173,201.00
Total,	.....	.....	.....	.....	.....	\$227,201.00

NOTE: The \$54,000.00 bonds are plain Debenture Bonds without specific security, but hold the unpledged property of the Company.

The \$173,201.00 bonds are secured in each case by a deposit with the holder of the bonds of a first mortgage equal at least to the face value of the bonds, thus making each bond-holder his own trustee.

Amount of outstanding Guaranteed Loans, none except as stated.

When organized, 1874. Under what State laws, Connecticut.

Principal place of business, Boston, Mass.

Authorized Capital, \$100,000.00.

Personal liability of Stockholders, none.

WM. F. HAMMETT, President.

EDW. T. MERRIHEW, Treasurer.

DIRECTORS. — Wm. F. Hammett, Edw. T. Merrihew, Francis A. Osborn.

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REPORTS OF  
INVESTMENT COMPANIES OF OTHER STATES,  
October 1, 1888.

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## THE ABILENE MORTGAGE COMPANY,

ABILENE, DICKINSON COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$13,850.00	Capital Stock paid in, . . .	\$36,000.00
Loans secured by second liens on Real Estate, . . .	23,833.85	Undivided Profits, . . .	1,618.14
Tax Sale Certificates, . . .	252.91	Premiums, . . .	3,039.90
Furniture and Fixtures, . . .	300.00	Bills Payable, . . .	5,000.00
Current Expenses, . . .	1,609.38	Debenture Bonds outstanding, . . .	3,700.00
Remittances for Interest matured within 60 days, . . .	894.31	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	253.65
Other Past-due Interest remitted for, but not paid to us, . . .	2,281.83	Due Borrowers on Loans made, . . .	1,385.75
Past-due Loans remitted for, but not paid to us, . . .	300.00	Deposits awaiting Investment, . . .	1,181.70
Due from Sundry Persons, . . .	61.42	Due to Branch Offices and Agents, . . .	170.05
Due from Banks and Bankers, . . .	225.00	Other Liabilities, . . .	157.25
Cash, . . .	8,897.74		
Total, . . .	\$52,506.44	Total, . . .	\$52,506.44

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Rate per cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
6 pr. ct.,	1887,	1892,	1892,	\$3,950.00	\$455.00
6 " "	1887,	1895,	1892,		1,700.00
6 " "	1888,	1893,	1893,		445.00
6 " "	1888,	1896,	1893,		1,100.00
Total,	.....	.....	.....	.....	\$3,700.00

Total amount of Debenture certified, . . . . . \$3,700.00  
Total liability for Debenture Bonds as per statement, . . . . . 3,700.00

Trustees for debentures, J. G. &amp; J. C. North, New Haven, Conn.

Amount of outstanding Guaranteed Loans, \$261,150.00.

When organized, Sept. 30, 1886. Under what State laws, Kansas.

Principal place of business, Abilene, Kansas.

Authorized Capital, \$75,000.00.

Personal liability of Stockholders, \$75,000.00.

A. W. RICE, President.

D. W. JACOBY, Manager.

D. R. GORDEN, Vice-President.

M. H. HEWETT, Secretary.

T. H. MALOTT, Treasurer.

DIRECTORS.—A. W. Rice, John Johntz, T. H. Malott, H. B. Giles, M. H. Hewett, D. W. Jacoby, D. R. Gorden.

AMERICAN INVESTMENT COMPANY,  
EMMETSBURG, PALO ALTO COUNTY, IOWA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate. . . . .	\$1,498,068.40	Capital Stock paid in, . . .	\$624,500.00
Loans secured by second liens on Real Estate, . . .	270,035.46	Surplus Fund, . . . . .	81,000.00
Loans on Collateral Security, . . .	21,523.32	Undivided Profits, . . . . .	25,945.64
Tax Sale Certificates, . . . . .	30,765.65	Debenture Bonds outstand- ing, . . . . .	1,259,573.00
Office Building, . . . . .	17,500.00	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	1,364.04
Other Real Estate, . . . . .	116,584.00	Certificates of Deposit bear- ing Interest, . . . . .	75,293.99
Foreclosure Account, . . . . .	28,039.45	Deposits awaiting Investment, . . .	44,434.04
Premiums Paid, . . . . .	67,585.88	Other Deposits, . . . . .	14,231.04
Furniture and Fixtures, . . . . .	6,074.32	Due to Branch Offices and Agents, . . . . .	29,873.52
Current Expenses, . . . . .	35,891.30	Due to Banks and Bankers, . . .	49,844.97
Past-due Interest remitted for, but not paid to us, . . .	36,604.32		
Past-due Loans remitted for, but not paid to us, . . .	15,750.00		
Due from Sundry Persons, . . . . .	7,585.75		
Due from Banks and Bankers, . . .	7,143.19		
Due on uncompleted Loans, . . .	46,211.63		
Cash, . . . . .	707.57		
Total, . . . . .	\$2,206,060.24	Total, . . . . .	\$2,206,060.24

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per cent.	YEAR WHEN			SECURED BY PLEDGE OF		AMOUNT OF	
		Dated.	Due.	Redeem- able.	1st Mortgage Loans.	2d Mortgage Loans.	Security.	Debentures
A,	5 p. c.,	1885,	1895,	.....	\$2,100.00	.....	\$2,100.00	\$2,973
B,	6 "	1885,	1895,	1891,	103,825.00	.....	103,825.00	100,000
C,	6 "	1885,	1895,	1891,	105,225.00	.....	105,225.00	100,000
D,	6 "	1885,	1896,	1891,	105,385.00	.....	105,385.00	100,000
E,	6 "	1885,	1896,	1891,	105,450.00	.....	105,450.00	100,000
F,	6 "	1885,	1896,	.....	105,085.00	.....	105,085.00	100,000
G,	6 "	1886,	1896,	.....	105,295.00	.....	105,295.00	100,100
H,	6 "	1886,	1896,	.....	52,530.00	.....	52,530.00	50,000
J,	6 "	1887,	1897,	.....	105,045.00	.....	105,045.00	100,000
K,	6 "	1886,	1897,	.....	105,127.50	.....	105,127.50	100,000
L,	6 "	1887,	1897,	.....	47,290.00	.....	47,290.00	45,000
M,	6 "	1887,	1897,	.....	105,020.00	.....	105,020.00	100,000
N,	6 "	1887,	1897,	.....	26,253.00	.....	26,253.00	25,000
O,	6 "	1888,	1897,	.....	42,000.00	.....	42,000.00	40,000
1,	6 "	1887,	1897,	.....	105,125.00	\$.....	105,125.00	100,000
2,	6 and 7	1887,	1897,	1893,	.....	125,000.00	125,000.00	100,000
3,	"	1887,	1897,	1893,	13,486.75	101,513.25	115,000.00	100,000
5,	6 "	1887,	1897,	.....	21,000.00	.....	21,000.00	20,000
6,	6 "	1887,	1897,	.....	5,250.00	.....	25,250.00	5,000
7,	7 "	1887,	1897,	1893,	9,760.00	18,381.03	28,141.03	25,000
Total,	.....	....	....	.....	1,270,252.25	244,894.28	1,515,146.53	1,412,973

## AMERICAN INVESTMENT COMPANY.—CONTINUED.

Total amount of Debentures certified,	. . . . .	\$1,412,973.00
Less amount on hand and with Agents,	. . . . .	153,400.00
Total liability for Debenture Bonds as per statement,	. . . . .	\$1,259,573.00

Trustees for Debentures, Nos. 2, 3, and 7, Geo. H. Carr, E. J. Hartshorn, and J. J. Watson; the balance are certified by the Mercantile Trust Company of New York.

Amount of outstanding Guaranteed Loans, \$2,750,000, approximated.

When organized, July 1, 1885. Under what State laws, Iowa.

Principal place of business, Emmetsburg, Iowa.

Authorized Capital, \$1,000,000.

Personal liability of Stockholders, none.

E. S. ORMSBY, President.

H. E. SIMMONS, Vice-President and Auditor.

A. L. ORMSBY, Vice-President.

P. O. REFSDELL, General Manager.

J. W. CLUTE, 2d Vice-President.

W. L. TELFORD, Secretary.

C. F. BLIVEN, Treasurer.

DIRECTORS.—E. B. Soper, T. W. Russell, R. W. Stuart, W. H. Lyon, T. R. Crawford, C. W. Hodgkinson.



## AMERICAN LOAN AND TRUST COMPANY,

ASHLAND, SAUNDERS COUNTY, NEBRASKA,

OMAHA, NEBRASKA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . . . .	\$314,624.72	Capital stock paid in, . . . . .	\$300,000.00
Loans secured by second liens on Real Estate, . . . . .	37,851.44	Surplus Fund, . . . . .	40,000.00
Loans on Collat'l Security, . . . . .	56,541.94	Undivided Profits, . . . . .	10,246.01
Loans on Personal Security, . . . . .	14,559.30	Debenture Bonds outstanding, . . . . .	76,700.00
Current Expenses, . . . . .	2,447.27	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	28.00
Remittances for Interest matured within 60 days, . . . . .	1,008.83	Loans paid, but not re-mitted for, . . . . .	1,300.00
Other Past-due Interest remitted for but not paid to us, . . . . .	2,000.39	Trust Savings Deposits, . . . . .	22,328.42
Past-due Interest on loans owned by us, . . . . .	130.00	Certificates of Deposit bearing Interest, . . . . .	13,113.72
Due from Sundry persons, . . . . .	7,329.85	Deposits awaiting investment, . . . . .	14,662.25
Due from Banks and Bankers, . . . . .	53,101.12	Other Deposits, . . . . .	12,233.24
Cash, . . . . .	1,016.88		
Total, . . . . .	\$490,611.64	Total, . . . . .	\$490,611.64

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per cent.	Year when dated.	Year when due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.	1887,	1897,	1895,	\$100,000.00	\$100,000.00
B,	6 "	1888,	1898,	1896,	6,000.00	6,000.00
Total,	.....	.....	.....	.....	\$106,000.00	\$106,000.00

Total amount of Debentures certified, . . . . . \$106,000.00  
Less amount on hand and with Agents, . . . . . 29,300.00

Total liability for Debenture Bonds as per statement, . . . . . \$76,700.00

Trustees for Debentures, Union Trust Company, New York City.

Amount of outstanding Guaranteed Loans, \$881,642.50.

When organized, 1885. Under what State laws, Nebraska.

Principal place of business, Omaha, Nebraska.

Authorized Capital, \$500,000.

Personal liability of Stockholders, \$300,000.

O. M. CARTER, President.

D. D. COOLEY, Vice-President.

PHILIP POTTER, Secretary.

A. C. POWELL, Cashier.

DIRECTORS. — C. S. Montgomery, J. J. Brown, Alvin Saunders, J. Fred Rogers.

## THE AMERICAN MORTGAGE TRUST COMPANY,

MEADE CENTER, MEADE COUNTY, KANSAS.

STATEMENT, SEPTEMBER 29, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$18,000.00	Capital Stock paid in, . . .	\$100,000.00
Loans secured by second liens on Real Estate, . . .	10,097.00	Undivided Profits, . . .	817.59
Tax Sale Certificates, . . .	9.85	Dividends Unpaid, . . .	4,319.71
Stocks and Bonds, . . .	28,170.00	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	22.20
Office Building, . . .	3,800.00	Deposits awaiting Investment, . . .	4,500.00
Other Real Estate, . . .	13,697.52	Due to Branch Offices and Agents, . . .	30.00
Premiums P'd (Plant Act.), . . .	15,000.00	Due to Banks and Bankers, . . .	1,000.00
Furniture and Fixtures, . . .	1,200.00		
Past-due Interest remitted for but not paid to us, . . .	158.20		
Due from Sundry Persons, . . .	1,631.07		
Due from Banks and Bankers (Cash), . . .	11,063.51		
Due on uncompleted Loans, . . .	7,862.35		
Total Assets, . . .	\$110,689.50	Total Liabilities, . . .	\$110,689.50

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Meade County National Bank Stock, Meade Center, Kansas, . . .	\$9,100.00	11,220.00	11,375.00
Merchants State Bank Stock, Lamar, Colorado, . . .	7,050.00	7,050.00	7,226.25
Bank of Liberal Stock, Liberal, Kansas, . . .	1,900.00	1,900.00	1,900.00
Stanton County, Kansas, Refunding Bond, . . .	1,000.00	1,000.00	1,000.00
Johnson City, Kansas, Improvement Bonds, . . .	7,000.00	7,000.00	7,700.00

Amount of outstanding Guaranteed Loans, \$109,150.00.

When organized, August 15, 1887. Under what State laws, Kansas.

Principal place of business, Meade Center, Kansas.

Authorized Capital, \$200,000.00.

Personal liability of Stockholders, \$200,000.00.

A. H. HEBER, President.

LEVI E. COE, 1st Vice-President.

GEO. L. STEVENS, Treasurer.

WILLIS G. EMERSON, 2d Vice-Pres. and Sec.

DIRECTORS. — B. B. Brown, James W. Brock, Wm. S. Briggs, John J. Corson, L. E. Brown.

ANGLO-AMERICAN MORTGAGE AND TRUST COMPANY,  
COUNCIL BLUFFS, POTTAWATTAMIE Co., IOWA.

OMAHA, NEBRASKA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$128,855.00	Capital Stock paid in, . . .	\$305,500.00
Loans secured by second liens on Real Estate, . . .	17,972.01	Undivided Profits, . . .	6,106.28
Loans on Collat'l Security, . . .	7,014.95	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	774.00
Tax Sale Certificates, . . .	2,250.30	Loans paid but not remitted for, . . .	19,200.00
Stock and Bonds, . . .	600.00	Deposits awaiting Investment, . . .	39,809.53
Other Real Estate, . . .	5,769.42	Other Deposits, . . .	1,777.92
Foreclosure Account, . . .	9,244.03		
Premiums Paid, . . .	100,000.00		
Furniture and Fixtures, . . .	3,442.06		
Remittances for Interest ma- tured within 60 days, . . .	26,214.66		
Other Past-due Interest re- mitted for but not paid to us, . . .	17,576.19		
Past-due Loans remitted for but not paid to us, . . .	6,500.00		
Due from Branch Offices and Agents, . . .	23,273.06		
Due from Sundry Persons, . . .	19,680.84		
Due from Banks and Bankers, . . .	4,777.21		
Total Assets, . . .	\$373,167.73	Total Liabilities, . . .	\$373,167.73

DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Union Depot Co., Council Bluffs, Iowa, . . .	\$600.00	600.00	600.00

Amount of outstanding Guaranteed Loans, \$1,000.

When organized, June 1st, 1888. Under what State laws, Iowa.

Principal place of business, Omaha, Nebraska.

Authorized Capital, \$1,000,000.

Personal liability of Stockholders, none.

L. W. TULLEYS, President.

J. N. BROWN, Vice-President.

J. V. McDOWELL, Secretary and Treasurer.

DIRECTORS. — L. W. Tulleys, J. N. Brown, J. V. McDowell.



## BALLOU STATE BANKING COMPANY,

STORM LAKE, BUENA VISTA COUNTY, IOWA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$49,380.62 Loans secured by second liens on Real Estate, . . . 24,580.66 Loans on Collat'l Security, . . . 12,427.09 Loans on Personal Security, . . . 1,176.32 Tax Sale Certificates, . . . 1,394.09 Other Real Estate, . . . 2,894.75 Foreclosure Account, . . . 21.35 Furniture and Fixtures, . . . 1,317.48 Current Expenses, . . . 10,497.12 Remittances for Interest matured within 60 days, . . . 1,314.20 Other Past-due Interest remitted for but not paid to us, . . . 1,513.10 Past-due Loans remitted for but not paid to us, . . . 4,050.00 Due from Sundry Persons, . . . 551.80 Due from Banks and Bankers, . . . 25,871.50 Due on uncompleted Loans, . . . 1,000.00 Cash, . . . 924.24 Earned Commission on Guaranteed Loans, . . . 663.00	* Capital Stock paid in, pfd., \$100,000.00 Undivided Profits, . . . 17,205.73 Interest paid by Borrowers, awaiting presentation of Coupons, . . . 17.50 Loans paid but not remitted for, . . . 500.00 Due Borrowers on Loans made, . . . 11,179.80 Certificates of Deposit bearing Interest, . . . 1,134.30 Deposits awaiting Investment, . . . 2,721.76 Other Deposits, . . . 6,490.93 Due to Branch Offices and Agents, . . . 327.30
Total Assets, . . . \$139,577.32	Total Liabilities, . . . \$139,577.32

Amount of outstanding Guaranteed Loans, \$13,300.

When organized, April 2, 1888. Under what State laws, Iowa.

Principal place of business, Storm Lake, Iowa.

Authorized Capital, \$500,000.

Personal liability of Stockholders, none.

H. S. BALLOU, President.

I. F. KLECKLER, Vice-President.

GEO. H. EASTMAN, Secretary.

J. A. DEAN, Treasurer.

GEO. B. KERLIN, Cashier.

DIRECTORS. — George W. Gay, Joel H. Gates, H. S. Ballou, J. A. Dean, I. F. Kleckner.

\* In addition to this there is \$100,000 of common stock issued to pay for an established business, it to receive equally with the preferred stock all net earnings above seven per cent., which is first to be paid to the preferred stockholders. In case of liquidation the preferred stockholders are to receive back par for their stock with cumulative seven per cent. dividends, the remainder if any, to be equally divided between both classes.

## THE CENTRAL KANSAS LOAN AND TRUST COMPANY,

RUSSELL, RUSSELL COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$64,450.00	Capital Stock paid in, . .	\$50,000.00
Loans secured by second liens on Real Estate, . .	35,841.60	Undivided Profits, . . .	39,405.03
Tax Sale Certificates, . .	740.02	Bills Payable, . . . . .	5,000.00
Foreclosure Account, . .	45.00	Debenture Bonds outstanding, . . . . .	15,300.00
Furniture and Fixtures, . .	50.00	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	168.00
Current Expenses, . . . .	2,245.31	Due Borrowers on Loans made, . . . . .	2,655.45
Remittances for Interest matured within 60 days, . .	2,031.75	Other Deposits, partial payments, . . . . .	300.00
Other Past-due Interest remitted for but not paid to us, . . . . .	2,387.00	On Past-due Coupons, part payments, . . . . .	44.50
Past-due Loans remitted for but not paid to us, balance, . .	712.00	Outstanding Orders, . . .	2,008.01
Due from Banks and Bankers, .	6,360.31		
Insurance Account, . . . .	18.00		
Total Assets, . . . . .	\$114,880.99	Total Liabilities, . . . .	\$114,880.99

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.	1887,	1907,	1907,	\$22,000.00	\$22,000.00

Total amount of Debentures certified, . . . . .	\$22,000.00
Less amount on hand and with Agents, . . . . .	6,700.00
Total liability for Debenture Bonds as per statement, . . . . .	\$15,300.00

Trustees for Debentures, American Loan and Trust Company, Boston, Mass.

Amount of outstanding Guaranteed Loans, \$433,350.00.

When organized, May 10, 1884. Under what State laws, Kansas.

Principal place of business, Russell, Kansas.

Authorized Capital, \$100,000.

Personal liability of Stockholders, to the amount of their stock, and any deficiency in the paid-up Capital.

THEO. ACKERMAN, President.

CHAS. A. WOLCOTT, Vice-President.

G. H. JOHNSON, Secretary.

E. W. VOORHIS, Assistant Secretary.

CHAS. P. COPELAND, Treasurer.

DIRECTORS. — E. B. Savage, E. F. Copeland.

## THE CENTRAL LOAN AND LAND COMPANY,

EMPORIA, LYON COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$389,589.55	Capital Stock paid in, . . . \$250,000.00
Loans secured by second liens on Real Estate, . . . 39,572.91	Undivided Profits, . . . 104,406.73
Loans on Collateral Security, 108,427.26	Bills Payable, . . . 21,882.63
Loans on Personal Security, 1,501.41	Debenture Bonds outstanding, . . . 286,000.00
Tax Sale Certificates, . . . 5,305.25	Interest paid by Borrowers, awaiting presentation of Coupons, . . . 185.75
Stocks and Bonds, . . . 22,850.00	Loans paid but not remitted for, . . . 19,109.64
Real Estate, . . . 19,395.60	Due Borrowers on Loans made, . . . 936.00
Furniture and Fixtures, . . . 2,048.60	Certificates of Deposit bearing Interest, . . . 24,531.08
Current Expenses, . . . 12,155.76	Deposits awaiting Investment, 12,753.86
Remittances for Interest matured within 60 days, . . . 21,924.39	Other Deposits, . . . 9,672.63
Other Past-due Interest remitted for but not paid to us, . . . 25,609.80	Due to Branch Offices and Agents, . . . 11,275.42
Past-due Loans remitted for but not paid to us, . . . 14,600.00	
Due from Branch Offices and Agents, . . . 681.89	
Due from Sundry Persons, 6,712.78	
Due from B'ks and Bankers, 69,358.01	
Cash, . . . 1,020.53	
Total Assets, . . . \$740,753.74	Total Liabilities, . . . \$740,753.74

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Washington Loan and Trust Co., . . . . \$	22,500.00	22,500.00	30,000.00
Masonic Temple, . . . . .	250.00	250.00	250.00
Emporia Fair Ground Association, . . . .	100.00	100.00	100.00

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.,	1886,	1896,	1896,	\$50,200.00	\$50,000.00
B,	"	1886,	1898,	1896,	50,825.00	50,000.00
C,	"	1886,	1898,	1896,	50,050.00	50,000.00
D,	"	1886,	1891,	1896,	49,525.00	49,500.00
E,	"	1887,	1899,	1897,	50,300.00	50,000.00
F,	"	1887,	1899,	1897,	50,150.00	50,000.00
G,	"	1888,	1898,	1894,	10,200.00	9,600.00
Total,	.....	.....	.....	.....	\$311,250.00	\$309,100.00



## CENTRAL LOAN AND LAND COMPANY — CONTINUED.

Total amount of Debentures certified,	.	.	.	.	.	.	\$309,100.00
Less amount on hand and with Agents,	.	.	.	.	.	.	23,100.00
Total liability for Debenture Bonds as per statement,	.	.	.	.	.	.	286,000.00

Trustees for Debentures, Emporia National Bank, T. S. Krutz, and C. N. Sterry.  
 Amount of outstanding Guaranteed Loans, \$409,700.00 1st Mortgages; \$40,355.70  
 2d Mortgages.

When organized, January 13, 1881. Under what State laws, Kansas.

Principal place of business, Emporia, Kansas.

Authorized Capital \$1,000,000.00.

Personal liability of Stockholders, \$250,000.00.

T. S. KRUTZ, President.

C. A. LEIGHTON, Treasurer.

C. HOOD, Vice-President.

EDWARD FOWLER, Secretary.

DIRECTORS. — T. S. Krutz, C. Hood, C. A. Leighton, P. B. Plumb, L. T. Heritage.

THE CITIZENS BANK,  
ATKINSON, HOLT COUNTY, NEBRASKA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . . .	\$850.00	Capital Stock paid in, . . .	\$25,000.00
Loans secured by second liens on Real Estate, . . .	7,000.00	Surplus Fund, . . . . .	3,150.91
Loans on Collater'l Security, .	10,609.77	Bills Re-discounted, . . . .	500.00
Office Building, . . . . .	6,570.18	Certificates of Deposit bear- ing Interest, . . . . .	3,684.40
Furniture and Fixtures, . . .	1,087.54	Deposits awaiting Investment, .	500.00
Current Expenses, . . . . .	1,841.64	Other Deposits, . . . . .	2,076.57
Past due Interest remitted for but not paid to us, . . .	2,869.70		
Due from Banks and Bankers, .	2,258.65		
Cash, . . . . .	1,824.40		
Total Assets, . . . . .	\$34,911.88	Total Liabilities, . . . . .	\$34,911.88

Amount of outstanding Guaranteed Loans, \$27,480.00.

When organized, July 1, 1887. Under what State laws, Nebraska.

Principal place of business, Atkinson, Nebraska.

Authorized Capital, \$50,000.00.

Personal liability of Stockholders, \$50,000.00.

H. H. DORSEY, President.

H. A. ALLEN, Vice-President.

H. H. SAUNDERS, Cashier.

DIRECTORS.—H. H. Dorsey, H. A. Allen, J. Elmer Allison, Scott T. Jones,  
H. H. Saunders.

THE COMMONWEALTH LOAN AND TRUST COMPANY,  
KANSAS CITY, WYANDOTTE COUNTY, KANSAS.

BOSTON, MASS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$277,203.74	Capital Stock paid in, . . .	\$100,000.00
Loans secured by second liens on Real Estate, . . .	2,415 00	Undivided Profits, . . .	15,446.36
Stocks and Bonds, . . .	2,000.00	Bills Payable, . . .	54,000.00
Furniture and Fixtures, . . .	1,941.79	Debenture Bonds outstanding, . . .	93,700.00
Current Expenses, . . .	7,273.52	Certificates of Deposit bearing interest, . . .	10,102.99
Due from Branch Offices and Agents, . . .	7,682.16	Deposits awaiting Investment, . . .	47,546.95
Due from Sundry Persons, . . .	1,400.00	Other Deposits, . . .	7,072.65
Due from B'ks and Bankers, . . .	25,594.92	Accrued Interest on Debenture Bonds, . . .	1,405.50
Cash, . . .	3,763.32		
Total Assets, . . .	\$329,274.45	Total Liabilities, . . .	\$329,274.45

DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
20 shares of Public Guaranty Savings Bank of Newport, N. H., . . . . . \$	2,000.00	2,000.00	2,000.00

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.,	1887,	1893,	1893,	\$61,005.00	\$57,500.00
B,	"	1887,	1898,	1893,	95,065.00	89,700.00
Total,	.....	.....	.....	.....	\$156,070.00	\$147,200.00

Total amount of Debentures certified, . . . . . \$147,200.00  
Less amount on hand and with Agents, . . . . . 53,500.00  
Total liability for Debenture Bonds as per statement, . . . . . \$93,700.00



## COMMONWEALTH LOAN AND TRUST CO. — CONTINUED.

Trustees for Debentures, Boston Safe Deposit and Trust Company of Boston, Mass.  
Amount of outstanding Guaranteed Loans, \$567,073.82.

When organized, February 2, 1887. Under what State laws, Kansas.

Principal place of business, Boston, Mass.

Authorized Capital, \$100,000.00.

Personal liability of Stockholders, \$100,000.00.

C. A. PARKS, President.

W. W. MASON, V.-Pres. and Treas.

E. I. PARKS, Secretary.

E. W. MASON, Asst. Secretary.

DIRECTORS. — Oscar Bradley, George M. Woodward, George F. Baker, A. C. Stilphen, Edwin B. Rogers, L. R. Smith, F. H. Foster, W. D. C. Smith, George E. Thayer, C. A. Parks, W. W. Mason.

## DAKOTA FARM MORTGAGE COMPANY,

HURON, BEADLE COUNTY, DAKOTA TERRITORY.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$244,097.77	Capital Stock paid in, . . .	\$212,800.00
Loans secured by second liens on Real Estate, . .	11,495.37	Undivided Profits, . . .	39,177.18
Earned Commission on Debenture Loans, . . .	21,209.70	Bills Payable, . . .	12,000.00
Tax Sale Certificates, . .	16,354.54	Debenture Bonds Outstanding, . . .	89,500.00
Furniture and Fixtures, . .	1,060.65	Interest paid by Borrowers awaiting presentation of Coupons, . . .	933.62
Current Expenses, . . .	17,727.29	Loans paid but not remitted for, . . .	2,729.05
Remittances for Interest matured within 60 days, . .	507.60	Due Borrowers on Loans made, . . .	11,973.59
Other Past-due Interest remitted for but not paid to us, . . .	1,844.26	Due Sundry Persons, . . .	9,190.51
Past-due Loans remitted for but not paid to us, . . .	3,198.00		
Due from Sundry Persons, . .	2,021.65		
Due from Banks and Bankers, . .	25,161.11		
Second Mortgages guaranteed by other Companies, . .	33,626.01		
Total Assets, . . .	\$378,303.95	Total Liabilities, . . .	\$378,303.95

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
1,	6 per cent.,	1887,	1897,	1892,	\$100,139.00	\$100,000.00
2,	"	1888,	1898,	1893,	28,768.00	12,500.00
Total,	.....	.....	.....	.....	\$128,907.00	\$112,500.00

Total amount of Debentures certified, . . . . . \$112,500.00  
Less amount on hand and with Agents, . . . . . 23,000.00  
Total liability for Debenture Bonds as per statement, . . . . . \$89,500.00

Trustees for Debentures, James W. Campbell, John H. Miller, and L. H. Hale.  
Amount of outstanding Guaranteed Loans, none.  
When organized, November 1, 1887. Under what Territorial laws, Dakota.

## DAKOTA FARM MORTGAGE COMPANY. — CONTINUED.

Principal place of business, Huron, Dakota.

Authorized Capital, \$10,000,000. Issued, \$1,000,000.

Personal liability of Stockholders, the amount of Stock subscribed by each.

L. H. HOLE, President.

W. N. COLER, JR., Vice-President.

JAMES W. CAMPBELL, Secretary.

JOHN H. MILLER, Treasurer.

DIRECTORS. — W. N. Coler, Sr., W. N. Coler, Jr., James L. Utter, L. H. Hole, John H. Miller, Ed. J. Miller, James W. Campbell.



## EMPORIA INVESTMENT COMPANY,

EMPORIA, LYON COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$9,175.00 Loans secured by second liens on Real Estate, . . . 16,258.89 Loans on Person'l Security, Real Estate, . . . 3,567.16 Furniture and Fixtures, . . . 51,000.00 Past-due Interest remitted for but not paid to us, . . . 1,061.18 10,573.27 Due from Sundry Persons, . . . 2,615.73 Due from Banks and Bankers, . . . 1,195.84	Capital Stock paid in, . . . \$35,000.00 Surplus Fund, . . . 18,014.67 Undivided Profits, . . . 6,125.75 Bills Payable, . . . 16,309.50 Due Borrowers on Loans made, . . . 4,675.73 Deposits awaiting Investment, 14,769.55 Other Deposits, . . . 551.87
Total Assets, . . . \$95,447.07	Total Liabilities, . . . \$95,447.07

Amount of outstanding Guaranteed Loans, \$6,065.

When organized, December 1, 1886. Under what State laws, Kansas.

Principal place of business, Emporia, Kansas.

Authorized Capital, \$40,000.

Personal liability of Stockholders, \$35,000.

VAN R. HOLMES, President.

OTIS D. SWAN, Vice-President.

J. D. HOLDEN, Treasurer.

J. J. ROBERTSON, Secretary.

C. V. HOLMES, Assistant Treasurer.

EQUITABLE MORTGAGE COMPANY,  
CITY OF KANSAS, JACKSON COUNTY, MISSOURI,

NEW YORK, N. Y.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$3,504,867.87	Capital Stock paid in, . . \$1,000,000.00
Loans secured by second liens on Real Estate, . . 491,002.94	Surplus Fund, . . . 50,000.00
Loans on Collat'l Security, . 126,710.00	Undivided Profits, . . . 78,459.45
Tax Sale Certificates, . . 8,329.39	Bills Payable, . . . 145,000.00
Stocks and Bonds, . . . 184,574.00	Debenture Bonds outstand- ing, . . . 3,000,300.00
Office Building, . . . 1,733.94	Interest paid by Borrowers, awaiting presentation of Coupons, . . . 16,283.09
Other Real Estate, . . . 12,153.14	Loans paid but not remitted for, . . . 13,661.04
Foreclosure Account, . . 1,339.32	Due Borrowers on loans made, . . . 65,041.18
Premiums Paid, . . . 13,242.67	Certificates of Deposit bear- ing Interest, . . . 108,581.00
Furniture and Fixtures, . 10,572.81	Deposits awaiting Invest- ment, . . . 65,123.52
Current Expenses, . . . 44,417.71	Other deposits, . . . 6,920.00
Remittances for Interest matured within 60 days, . 9,605.04	Due to Branch Offices and Agents, . . . 142,935.26
Other Past-due Interest re- mitted for but not paid to us, . . . 19,883.16	Due to B'ks and Bankers, . 2,271.64
Due from Branch Offices and Agents, . . . 10,866.50	
Due from B'ks and B'kers, . 246,739.93	
Cash, . . . 8,537.76	
<b>Total Assets, . . . \$4,694,576.18</b>	<b>Total Liabilities, . . \$4,694,576.18</b>

DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Refunding Bonds of Canton City School Dis- trict of Lincoln Co., Dakota, . . . \$	2,000.00	2,000.00	.....
School District Bonds of Redfield, Dallas Co., Iowa, . . . . .	4,000.00	4,000.00	.....
Kansas School Bonds, . . . . .	5,574.00	5,574.00	.....
Stock of Bank of Garden City, Garden City, Kansas, . . . . .	30,000.00	30,000.00	.....
Stock of Chicago Vault Co., Chicago, Ill., . .	5,000.00	5,000.00	.....
Metropolitan Elevated R. R. Bonds, . . .	5,000.00	5,000.00	.....
United States Government 4 per cent. Bonds,	25,000.00	25,000.00	.....
Toledo Belt R. R., 1st Mortgage Bonds, . .	62,000.00	62,000.00	.....
Leavenworth City, Kansas 5 per cent. Bonds,	46,000.00	46,000.00	.....

## EQUITABLE MORTGAGE COMPANY.—CONTINUED.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	YEAR WHEN			SECURED BY PLEDGE OF		AMOUNT OF	
		Dated.	Due.	Redeem-able.	1st Mortgage Loans.	2d Mortgage Loans.	Security.	Debentures
1,	6 p. c.,	1886,	1896,	1891,	\$100,000.00	.....	\$100,000.00	\$100,000
2,	"	1887,	1897,	1892,	100,000.00	.....	100,000.00	100,000
3,	"	"	"	"	100,000.00	.....	100,000.00	100,000
4,	"	"	"	"	100,000.00	.....	100,000.00	100,000
5,	"	"	"	"	100,000.00	.....	100,000.00	100,000
6,	"	"	"	"	100,000.00	.....	100,000.00	100,000
7,	"	"	"	"	100,000.00	.....	100,000.00	100,000
8,	"	"	"	"	100,000.00	.....	100,000.00	100,000
9,	"	"	"	"	100,000.00	.....	100,000.00	100,000
10,	"	"	"	"	100,000.00	.....	100,000.00	100,000
11,	"	"	"	"	100,000.00	.....	100,000.00	100,000
12,	"	"	"	"	100,000.00	.....	100,000.00	100,000
13,	"	"	"	"	100,000.00	.....	100,000.00	100,000
14,	"	"	"	"	100,000.00	.....	100,000.00	100,000
15,	"	"	"	"	100,000.00	.....	100,000.00	100,000
16,	"	"	"	"	100,000.00	.....	100,000.00	100,000
17,	"	"	"	"	100,000.00	.....	100,000.00	100,000
18,	"	"	"	"	100,000.00	.....	100,000.00	100,000
19,	"	"	"	"	100,000.00	.....	100,000.00	100,000
20,	"	"	"	"	100,000.00	.....	100,000.00	100,000
21,	"	"	"	"	100,000.00	.....	100,000.00	100,000
22,	"	1888,	1898,	1893,	100,005.00	.....	100,005.00	100,000
23,	"	"	"	"	19,000.00	.....	19,000.00	19,000
1 & 2,	7 p. c.,	1886,	1896,	1893,	.....	\$4,326.20	4,326.20	5,300
A,	"	1887,	1894,	1890,	.....	110,278.32	110,278.32	100,000
B,	"	"	"	"	.....	110,729.61	110,729.61	100,000
C,	"	"	"	"	.....	110,707.81	110,707.81	100,000
D,	"	"	"	"	27,450.04	74,959.92	102,409.96	100,000
E,	"	1888,	1895,	1891,	57,021.33	47,937.90	104,959.23	100,000
F,	"	"	"	"	100,588.91	.....	100,588.91	100,000
G,	"	"	"	"	100,000.79	.....	100,000.79	100,000
H,	"	"	"	"	100,095.71	.....	100,095.71	100,000
I,	"	"	"	"	100,000.89	.....	100,000.89	100,000
J,	"	"	"	"	75,012.48	.....	75,012.48	50,000
Total,	.....	.....	.....	.....	2,779,175.15	458,939.76	3,238,114.91	3,174,300

Total amount of Debentures certified, . . . . . \$3,174,300.00  
Less amount on hand and with Agents, . . . . . 174,000.00

Total liability for Debenture Bonds as per statement, . . . . . \$3,000,300.00

Trustees for Debentures, American Loan and Trust Co., N. Y., Series 1 to 23, 6 per cent. American National Bank, Kansas City, Mo., Series 1 and 2, 7 per cent. Kansas City Safe Deposit and Savings Bank, Kansas City, Mo., Series A to J, 7 per cent.



## EQUITABLE MORTGAGE COMPANY. — CONTINUED.

Amount of outstanding Guaranteed Loans, \$3,556,050.00.

When organized, July 26, 1884. Under what State laws, Missouri.

Principal place of business, New York, N. Y.

Authorized Capital, \$2,000,000.00.

Personal liability of Stockholders, \$1,000,000.00.

CHARLES N. FOWLER, President.

CHAS. BENJ. WILKINSON, Vice-Pres.

L. B. BRAINERD, Secretary.

H. P. CHURCHILL,

“

T. H. IJAMS,

“

DIRECTORS. — H. P. Churchill, Edward H. Hobbs, Chas. Benj. Wilkinson,  
Jos. H. Chadwick, Henry Cartwright, T. H. Ijams, Charles N. Fowler.

## THE FARMERS LOAN AND TRUST COMPANY,

STORM LAKE, BUENA VISTA COUNTY, IOWA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$178,630.41	Capital Stock paid in, . . .	\$300,000 00
Loans secured by second liens on Real Estate, . . .	45,482.68	Surplus Fund, . . .	45,000.00
Loans on Collat'l Security, . . .	91,246.20	Guaranty Fund, . . .	9,030.00
Loans on Person'l Security, . . .	201,656.84	Undivided Profits, . . .	15,177.42
Tax Sale Certificates, . . .	71,017.35	Debenture Bonds outstanding, . . .	148,225.00
Office Building, . . .	7,963.12	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	1,157.50
Other Real Estate, . . .	51,909.85	Loans paid but not remitted for, . . .	4,450.00
Furniture and Fixtures, . . .	6,031.03	Due Borrowers on Loans made, . . .	7,750.00
Current Expenses, . . .	8,083.46	Certificates of Deposit bearing Interest, . . .	100,617.05
Remittances for Interest matured within 60 days, . . .	3,145.13	Deposits awaiting Investment, . . .	10,560.22
Other Past-due Interest remitted for but not paid to us, . . .	2,195.13	Other Deposits, . . .	103,554.82
Due from Sundry Persons, . . .	13,570.67		
Due from Banks and Bankers, . . .	45,544.15		
Cash, . . .	16,656.92		
Personal Property, . . .	2,389.07		
Total Assets, . . .	\$745,522.01	Total Liabilities, . . .	\$745,522.01

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.,	1887,	1897,	1892,	\$32,850.00	\$30,850.00
A,	"	1888,	1898,	1893,	31,800.00	29,900.00
B,	"	1887,	1897,	1892,	38,600.00	36,500.00
B,	"	1888,	1898,	1893,	47,650.00	45,000.00
X,	"	1888,	1889,	1889,	6,350.00	5,975.00
Total,	.....	.....	.....	.....	\$157,250.00	\$148,225.00

Total amount of Debentures certified, . . . . . \$148,225.00  
Less amount on hand and with Agents, . . . . . .....

Total liability for Debenture Bonds as per statement, . . . . . \$148,225.00

Trustees for Debentures, German Bank, Dubuque, Iowa, Series A, and Series X.  
American Loan and Trust Company, New York City, Series B.

## FARMERS LOAN AND TRUST COMPANY. — CONTINUED.

Amount of outstanding Guaranteed Loans, \$805,365.  
When organized, May 1, 1883. Under what State laws, Iowa.  
Principal place of business, Storm Lake, Iowa.  
Authorized Capital, \$500,000.  
Personal liability of Stockholders, \$600,000.

Jos. HOOPES, President.

G. N. SWEETSER, Secretary.

JAMES F. TOY, Treasurer.

LOT THOMAS, Vice-President.

EDWARD DELAND, Asst. Sec.

C. A. BOND, Asst. Treas.

DIRECTORS. — Jos. Hoopes, Lot Thomas, G. N. Sweetser, Edward DeLand, James F. Toy, W. Brubacher, A. Kammann, G. L. Menzie.



THE FARMERS LOAN AND TRUST COMPANY OF KANSAS,

ANTHONY, HARPER COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$441,475.00	Capital Stock paid in, . .	\$500,000.00
Loans secured by second liens on Real Estate, . .	293,993.13	Surplus Fund, . . .	516.67
Tax Sale Certificates, . .	16,672.08	Undivided Profits, . . .	80,641.63
Real Estate, . . .	49,958.07	Bills Payable, . . .	103,000.00
Furniture and Fixtures, . .	1,000.00	Debenture Bonds outstanding, . . .	288,000.00
Current Expenses, . . .	52,007.27	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	8,164.16
Past-due Interest remitted for but not paid to us, . .	74,486.75	Loans paid but not remitted for, . . .	7,757.35
Past-due Loans remitted for but not paid to us, . .	400.00	Due Borrowers on loans made, . . .	13,968.31
Due from Branch Offices and Agents, . . .	64,922.28	Deposits awaiting investment, . .	8,667.00
Due from Sundry Persons, . .	11,801.43	Other Deposits, . . .	2,495.87
Due from Banks and Bankers, . .	4,311.22	Due to Branch Offices and Agents, . . .	453.50
Insurance Paid, . . .	290.35		
Judgment Liens, . . .	2,346.91		
Total Assets, . . .	\$1,013,664.49	Total Liabilities, . .	\$1,013,664.49

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage Loans.	Amount of Security.	Amount of Debentures.
A,	6 p. c.,	1887,	1893,	1892,	\$100,000.00	\$100,000	\$100,000
B,	"	1887,	1893,	1892,	100,000.00	100,000	100,000
					2d Mortgage Loans.		
A-2,	7 p. c.,	1887,	1892,	1890,	150,000.00	150,000	100,000
Total,	.....	.....	.....	.....	\$350,000.00	\$350,000	\$300,000

Total amount of Debentures certified, . . . . .	\$300,000.00
Less amount on hand and with Agents, . . . . .	12,000.00
Total liability for Debenture Bonds as per statement, . . . . .	\$288,000.00

Trustees for Debentures, Series A and B, Boston Safe Deposit and Trust Co., Boston, Mass. Series A-2, W. L. Moyer, O. F. Casteen, and Max Tandler, Anthony, Kansas.

## FARMERS LOAN AND TRUST COMPANY OF KANSAS.—

## CONTINUED.

Amount of outstanding Guaranteed Loans, \$2,711,617.18.

When organized, September 14, 1885. Under what State laws, Kansas.

Principal place of business, Anthony, Kansas.

Authorized Capital, \$600,000.

Personal liability of Stockholders, \$500,000.

T. O. MOFFETT, President.

W. H. LONG, 1st Vice-Pres.

J. M. BENT, Secretary.

J. K. WILSON, 2d “

W. R. STIVERS, Assistant Secretary.

S. A. DARROUGH, Treas.

E. H. GOSS, Assistant Treasurer.

DIRECTORS. — T. O. Moffett, W. H. Long, J. K. Wilson, J. M. Bent, S. A. Darrough, J. P. Bancroft, J. F. Reese, J. G. Wood, J. M. Pollask, J. M. Russell, Albert Bromer, M. S. Page, L. S. Gould, Frank Evans, O. F. Casteen, W. R. Tucker, Max Tandler, Jas. A. Wright, J. L. H. Cobb, Herbert Nash, A. C. Goss.

**FARMERS TRUST COMPANY,**  
**SIoux CITY, WOODBURY COUNTY, IOWA.**

CHICAGO, ILL.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$141,087.74	Capital Stock paid in, . . .	\$100,000.00
Loans secured by second liens on Real Estate, . . .	2,268.00	Debenture Bonds outstanding, . . . . .	82,124.00
Loans on Collateral Security, . . .	29,184.11	Other Deposits, . . . . .	28,530.67
Other Real Estate, . . . . .	1,146.06	Interest due Bondholders, . . .	154.73
Furniture and Fixtures, . . . . .	2,500.00	Interest Earned, . . . . .	4,931.21
Current Expenses, . . . . .	4,675.40		
Past-due Interest remitted for but not paid to us, . . . . .	912.09		
Past-due Interest on loans owned by us, . . . . .	4,244.84		
Due from Branch Offices and Agents, . . . . .	1,357.75		
Due from B'ks and Bankers, . . . . .	22,746.70		
Cash, . . . . .	4,203.91		
Profit and Loss, . . . . .	1,414.01		
Total Assets, . . . . .	\$215,740.61	Total Liabilities, . . . . .	\$215,740.61

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.,	1887,	1892,	.....	\$74,337.29	\$70,295.00
F,	4    "    "	1887,	1892,	.....	24,026.25	24,000.00
121,	6    "    "	1888,	1898,	1893,	19,674.20	19,466.00
Total,	.....	.....	.....	.....	\$118,037.74	\$113,761.00

Total amount of Debentures certified, . . . . . \$113,761.00  
Less amount on hand and with Agents, . . . . . 31,637.00  
Total liability for Debenture Bonds as per statement, . . . . . \$82,124.00

Trustees for Debentures, Merchants Loan and Trust Company, Chicago, Ill.  
Amount of outstanding Guaranteed Loans, \$159,235.  
When organized, May 16, 1887. Under what State laws, Iowa.



## FARMERS TRUST COMPANY.—CONTINUED.

Principal place of business, Chicago, Ill.

Authorized Capital, \$1,000,000.

Personal liability of Stockholders, none.

R. SAYER, President.

JOHN BIRKHOLOZ, Vice-President.

G. B. SHAW, Treasurer.

JOSIAH L. LOMBARD, Secretary.

WM. J. HAERTHER, Cashier.

DIRECTORS.—R. Sayer, John P. Wilson, G. B. Shaw, A. Clement, R. G. Emmond, W. J. Haerther, Horatio R. Wilson, Josiah L. Lombard.

## FIDELITY LOAN AND TRUST COMPANY,

STORM LAKE, BUENA VISTA COUNTY, IOWA.

SIOUX CITY, IOWA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$1,777,650.00	Capital stock paid in, . . .	\$200,000.00
Earned Commission on Debenture Loans, . . .	142,582.69	Undivided Profits, . . .	78,714.31
Loans on Collat'l Security, . . .	21,500.00	Bills Payable, . . .	16,000.00
Loans on Personal Security, . . .	11,167.23	Debenture Bonds outstanding, . . .	1,666,000.00
Tax Sale Certificates, . . .	536.96	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	4,722.69
Stocks and Bonds, . . .	10,900.00	Due Borrowers on Loans made, . . .	39,583.36
Other Real Estate, . . .	452.44	Certificates of Deposit bearing Interest, . . .	67,979.70
Furniture and Fixtures, . . .	2,309.60	Other Deposits, . . .	2,090.61
Current Expenses, . . .	16,570.96	Due to Branch Offices and Agents, . . .	1,607.00
Remittances for Interest matured within 60 days, . . .	11,090.74	Re-discounts, . . .	15,500.00
Past-due Interest on loans owned by us, . . .	13,054.78		
Due from Branch Offices and Agents, . . .	284.00		
Due from Sundry persons, . . .	7,436.60		
Due from Banks and Bankers, . . .	46,661.67		
Special Interest deposit, . . .	30,000.00		
Total, . . .	\$2,092,197.67	Total, . . .	\$2,092,197.67

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Iowa Investment Company, . . . . . \$	5,000.00	5,000.00	5,000.00
Treasury Stock Fidelity Loan and Trust Company, . . . . .	5,900.00	5,900.00	5,900.00

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Du	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.	1886,	1896,	1891,	\$50,000.00	\$50,000.00
B,	"	1886,	1896,	1891,	50,000.00	50,000.00
C,	"	1886,	1896,	1891,	50,000.00	50,000.00
D,	"	1886,	1896,	1891,	50,000.00	50,000.00

## FIDELITY LOAN AND TRUST COMPANY. — CONTINUED.

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES. —  
CONTINUED.

Series.	Rate per cent.	Year when Dated.	Year when Due.	Year when Red'mable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
E,	6 per cent.,	1886,	1896,	1891,	\$50,000.00	\$50,000.00
F,	"	1886,	1896,	1891,	50,000.00	50,000.00
G,	"	1886,	1896,	1891,	50,000.00	50,000.00
H,	"	1886,	1896,	1891,	50,000.00	50,000.00
I,	"	1886,	1896,	1891,	50,000.00	50,000.00
J,	"	1886,	1897,	1892,	50,000.00	50,000.00
K,	"	1886,	1897,	1892,	50,000.00	50,000.00
L,	"	1887,	1897,	1892,	50,000.00	50,000.00
M,	"	1887,	1897,	1892,	50,000.00	50,000.00
N,	"	1887,	1897,	1892,	50,000.00	50,000.00
O,	"	1887,	1897,	1892,	50,000.00	50,000.00
P,	"	1887,	1897,	1892,	50,000.00	50,000.00
Q,	"	1887,	1897,	1892,	50,000.00	50,000.00
R,	"	1887,	1897,	1892,	50,000.00	50,000.00
S,	"	1887,	1897,	1892,	50,000.00	50,000.00
T,	"	1887,	1897,	1892,	50,000.00	50,000.00
U,	"	1887,	1897,	1892,	50,000.00	50,000.00
V,	"	1887,	1897,	1892,	50,000.00	50,000.00
W,	"	1887,	1897,	1892,	50,000.00	50,000.00
X,	"	1887,	1897,	1892,	50,000.00	50,000.00
Y,	"	1887,	1897,	1892,	50,000.00	50,000.00
Z,	"	1887,	1897,	1892,	50,000.00	50,000.00
AA,	"	1887,	1897,	1892,	50,000.00	50,000.00
BB,	"	1887,	1897,	1892,	50,000.00	50,000.00
CC,	"	1887,	1897,	1892,	40,000.00	40,000.00
DD,	"	1887,	1897,	1892,	50,000.00	50,000.00
EE,	"	1887,	1897,	1892,	50,000.00	50,000.00
FF,	"	1888,	1898,	1893,	50,000.00	50,000.00
GG,	"	1888,	1898,	1893,	18,050.00	18,000.00
HH,	"	1888,	1898,	1893,	40,000.00	40,000.00
II,	"	1888,	1898,	1893,	34,200.00	34,000.00
Total,	.....	.....	.....	.....	\$1,682,250.00	\$1,682,000.00

Total amount of Debentures certified, . . . . . \$1,682,000.00  
Less amount on hand and with Agents, . . . . . 16,000.00

Total liability for Debenture Bonds as per statement, . . . . . \$1,666,000.00

Trustees for Debentures, Metropolitan Trust Company, New York.

Amount of outstanding Guaranteed Loans, none.

When organized, January 2, 1886. Under what State laws, Iowa.

Principal place of business, Sioux City, Iowa.

Authorized Capital, \$500,000.

Personal liability of Stockholders, none.

JOSEPH SAMPSON, President.

JOHN C. FRENCH, Vice-President.

WM. G. CLAPP, Treasurer.

FRANK W. LITTLE, Secretary.

DIRECTORS. — C. C. Cuyler, Wm. G. Clapp, F. W. Little, J. C. French,  
Joseph Sampson.



THE GEORGIA LOAN AND TRUST COMPANY,  
AMERICUS, SUMTER COUNTY, GEORGIA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$18,000.00	Capital Stock paid in, . . .	\$92,600.00
Foreclosure Account, . . .	11,400.00	Undivided Profits, . . .	407.51
Premiums Paid, . . .	12,500.00	Interest paid by Borrowers, awaiting presentation of	
Current Expenses, . . .	728.90	Coupons, . . .	5,575.35
Remittances for Interest matured within 60 days, . . .	5,262.00	Certificates of Deposit bearing Interest, . . .	4,111.00
Other Past-due Interest remitted for but not paid to us, . . .	2,073.16	Other Deposits, . . .	3,352.35
Past-due Loans remitted for but not paid to us, . . .	4,300.00		
Due from Branch Offices and Agents, . . .	36,846.41		
Due from Sundry Persons, . . .	8.90		
Due from Banks and Bankers, . . .	12,835.71		
Cash, . . .	1,091.13		
Total, . . .	\$105,046.21	Total, . . .	\$105,046.21

Amount of outstanding Guaranteed Loans, \$37,550.00.

When organized, November 30, 1883. Under what State laws, Georgia.

Principal place of business, Americus, Sumter County, Georgia.

Authorized Capital, \$1,000,000.

Personal liability of Stockholders, unpaid subscriptions.

E. BURR, Jr., President.

H. M. KNAPP, Vice-President.

O. A. COLEMAN, Secretary and Treasurer.

DIRECTORS.—E. Burr, Jr., H. M. Knapp, B. Betts, S. C. Trubee, Alex. Hawley, J. E. Bivins, O. A. Coleman.

## THE GUARANTEE LOAN AND TRUST COMPANY,

SEATTLE, KING COUNTY, WASHINGTON TERRITORY.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . . . .	\$24,745.00	Capital Stock paid in, . . .	\$50,000.00
Loans secured by second liens on Real Estate, . . . . .	4,860.25	Undivided Profits, . . . . .	3,467.89
Loans on Collateral Security, . . . . .	26,968.00	Bills Payable, . . . . .	40.00
Loans on Personal Security, . . . . .	2,973.00	Interest paid by Borrowers, awaiting presentation of	
Stocks and Bonds, . . . . .	1,500.00	Coupons, . . . . .	13.40
Furniture and Fixtures, . . . . .	2,787.50	Deposits, . . . . .	54,307.35
Current Expenses, . . . . .	2,219.14		
Due from Branch Offices and Agents, . . . . .	7,200.00		
Due from Sundry Persons, . . . . .	1,590.17		
Due from Banks and Bankers, . . . . .	19,683.73		
Cash, . . . . .	9,426.14		
Script or County Warrants, . . . . .	3,875.72		
Total Assets, . . . . .	\$107,828.64	Total Liabilities, . . . . .	\$107,828.64

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
15 shares of The Guarantee Loan and Trust Company, . . . . . \$	1,500.00	1,500.00	1,650.00

Amount of outstanding Guaranteed Loans, \$63,100.00.

When organized, July 1, 1887. Under what State laws, Territory of Washington.

Principal place of business, Seattle, Washington Territory.

Authorized Capital, \$50,000.00.

Personal liability of Stockholders, \$50,000.00.

L. S. J. HUNT, President.

T. T. MINOR, Vice-President.

E. B. DOWNING, Treasurer.

G. H. HEILBRON, Secretary.

DIRECTORS. — D. N. Baxter, Wm. R. Fisher, J. D. Lowman.

## THE GUARANTY INVESTMENT COMPANY,

ATCHISON, ATCHISON COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens		Capital Stock paid in, .	\$181,600.00
on Real Estate, . . . .	\$148,830.00	Undivided Profits, . . . .	10,210.43
Loans secured by second liens		Bills Payable, . . . .	17,000.00
on Real Estate, . . . .	60,914.00	Interest paid by Borrowers,	
Stocks and Bonds, . . . .	11,137.50	awaiting presentation of	
Real Estate, . . . .	619.38	Coupons, . . . .	798.55
Furniture and Fixtures, . .	5,282.99	Deposits awaiting Invest-	
Current Expenses, . . . .	5,251.76	ment, . . . .	16,552.43
Remittances for Interest ma-		Due to Branch Offices and	
tured within 60 days, . .	2,489.60	Agents, . . . .	38,048.16
Other Past-due Interest remit-			
ted for, but not paid to us, .	5,819.75		
Due from Branch Offices and			
Agents, . . . .	3,001.90		
Due from Sundry persons, . .	9,025.71		
Due from B'ks and Bankers, .	11,836.98		
Total, . . . .	\$264,209.57	Total, . . . .	\$264,209.57

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
The Dime Savings Bank (Atchison, Kansas), . \$	50,000.00	5,000.00	5,000.00
Richfield City (Morton County, Kansas). Im-			
provement Bond, 7s, . . . .	4,500.00	4,387.50	5,500.00
Gypsum City (Saline County, Kansas). Im-			
provement Bonds, 6s, . . . .	2,000.00	1,750.00	2,000.00

Amount of outstanding Guaranteed Loans, \$769,550.

When organized, June 26, 1886. Under what State laws, Kansas.

Principal place of business, Atchison, Kansas.

Authorized Capital, \$250,000.00.

Personal liability of Stockholders, \$250,000.00

ALBERT H. HORTON, President.

LEWIS A. RILEY, 1st Vice-President.

ARCHIBALD M. STEWART, 2d V.-Pres.

HENRY A. RILEY, Sec. &amp; Gen. E'st'n Mgr.

W. W. HETHERINGTON, Tr's. &amp; Asst. Sec. FRANK H. WILSON, Gen. West'n Mgr.

DIRECTORS.—Albert H. Horton, William Lilly, W. W. Hetherington, Archibald M. Stewart, C. S. Hetherington, Lewis A. Riley, James A. Warden, William A. Marr, B. P. Waggener, Henry A. Riley, L. M. Briggs.



## HAMILTON LOAN AND TRUST COMPANY,

KEARNEY, BUFFALO COUNTY, NEBRASKA.

NEW YORK, N. Y.

STATEMENT, SEPTEMBER 29, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$41,845.00	Capital Stock paid in, . .	\$100,000.00
Loans secured by second liens on Real Estate, . .	25,507.50	Undivided Profits, . . .	13,399.87
Other Real Estate, . . .	4,051.10	Bills Payable, . . . . .	3,100.00
Furniture and Fixtures, . .	1,427.92	Interest paid by Borrowers, awaiting presentation of	
Current Expenses, . . . .	1,547.91	Coupons, . . . . .	720.80
Remittances for Interest matured within 60 days, . .	535.20	Due Borrowers on Loans made, . . . . .	4,860.19
Other Past-due Interest remitted for but not paid to us, . . . . .	539.22	Owing on open Account, . .	1.87
Past-due Interest on loans owned by us, . . . . .	81.64	Due Investors for Interest, . .	449.17
Due from Sundry Persons, . .	241.22		
Due on uncompleted Loans, . .	5,613.01		
Cash, . . . . .	41,142.18		
Total Assets, . . . . .	\$122,531.90	Total Liabilities, . . . . .	\$122,531.90

Amount of outstanding Guaranteed Loans, \$302,975.00.

When organized, February 1, 1887. Under what State laws, Nebraska.

Principal place of business, New York, N. Y.

Authorized Capital, \$100,000.00.

Personal liability of Stockholders, \$100,000.00.

MOSES E. WORTHEN, President.

F. W. POPPLE, 1st Vice-President.

W. F. R. MILLS, 2d Vice-President.

W. P. ALDRICH, Treasurer.

L. F. SPENCER, Secretary.

DIRECTORS. — Moses E. Worthen, Geo. L. Whitman, Peter Reid, W. P. Aldrich, Chas. H. Wheeler, John N. Beach, F. W. Popple, E. C. Davidson, W. F. R. Mills, John M. Thayer, John T. Granger, F. Y. Robertson, W. A. Wolff.

## THE HARTFORD INVESTMENT COMPANY,

WICHITA, SEDGWICK COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$69,400.00	Capital Stock paid in, . .	\$100,000.00
Loans secured by second liens on Real Estate, . .	19,239.35	Surplus Fund, . . . . .	28,695.00
Loans on Collateral Security, . .	51,250.19	Bills Payable, . . . . .	5,000.00
Stocks and Bonds, . . . . .	71,050.00	Debenture Bonds outstanding, . . . . .	47,400.00
Premiums Paid, . . . . .	15,390.00	Dividends Unpaid, . . . .	1,260.00
Furniture and Fixtures, . . . .	852.00	Loans paid but not remitted for, . . . . .	7,580.74
Current Expenses, . . . . .	780.77	Due Borrowers on Loans made, . . . . .	31,975.63
Past-due Interest remitted for, but not paid to us, . .	2,895.48	Due to Branch Offices and Agents, . . . . .	17,025.63
Due from Branch Offices and Agents, . . . . .	5,513.94	Due to Banks and Bankers, .	4,855.00
Cash, . . . . .	7,420.27		
Total Assets, . . . . .	\$243,792.00	Total Liabilities, . . . .	\$243,792.00

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
40 shares Manchester Town Co., Kansas, . \$	4,000.00	4,000.00	4,000.00
51 " Fourth Nat'l Bank, Wichita, Kans.,	5,100.00	5,100.00	5,865.00
675 " Citizens State Bank, Meade Center, Kansas, 30 per cent. paid up, .	67,500.00	33,750.00	33,750.00
262 " Hartford Investment Co., . . . .	26,200.00	26,200.00	36,200.00
20 " Wichita Savings Bank, Kansas, . .	2,000.00	2,000.00	2,000.00

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	7 per cent.,	1888,	1898,	1893,	\$26,250.00	\$25,000.00
C,	"	1888,	1898,	1893,	26,250.00	25,000.00
Total,	.....	.....	.....	.....	\$52,500.00	\$50,000.00

## HARTFORD INVESTMENT COMPANY — CONTINUED.

Total amount of Debentures certified,	. . . . .	\$50,000 00
Less amount on hand and with Agents,	. . . . .	2,600.00
Total liability for Debenture Bonds as per statement,	. . . . .	<u>\$47,400.00</u>

Trustees for Debentures, Edward G. Robertson, George C. Strong, Frederick H. Robertson.

Amount of outstanding Guaranteed Loans, \$10,000.00.

When organized, March 4, 1888. Under what State laws, Kansas.

Principal place of business, Wichita, Kansas.

Authorized Capital, \$100,000.00.

Personal liability of Stockholders, \$100,000.00.

EDWARD G. ROBERTSON, President.

GEORGE C. STRONG, Treasurer

COLEMAN ROGERS, Asst. Treasurer.

FREDERICK H. ROBERTSON, Sec.

DIRECTORS. — Edward G. Robertson, George C. Strong, Frederick H. Robertson, George H. Blackwelder, George L. Douglass.



## JARVIS-CONKLIN MORTGAGE TRUST COMPANY,

KANSAS CITY, MISSOURI.

STATEMENT, DECEMBER 12, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$2,576,573.17	Capital Stock paid in, . . \$1,500,000.00
Loans secured by second liens on Real Estate, . . 176,771.22	Undivided Profits, . . . 30,792.09
Loans on Collat'l Secu'ty, } 114,194.77	Premiums, . . . . . 14,645.00
Loans on Pers'l Security, } 25,212.76	Bills Payable, . . . . . 95,000.00
Tax Sale Certificates, . . 426,942.72	Debenture Bonds outstanding, . . . . . 1,454,400.00
Stocks and Bonds, . . . 136,147.29	Due Borrowers on Loans made, . . . . . 67,073.53
Real Estate, . . . . . 71.53	Certificates of Deposit bearing interest, . . . . . 212,506.64
Foreclosure Account, . . 5,266.56	Deposits awaiting Investment, 253,842.52
Furniture and Fixtures, . . 18,091.03	Other Deposits, Individual, 229,941.59
Current Expenses, . . . 146,872.69	Due to Branch Offices and Agents, . . . . . 8,046.25
Past-due Interest remitted for, but not paid to us, . . 20,318.14	Due to Banks and Bankers, 18,214.83
Past-due Loans remitted for, but not paid to us, . . 50,604.20	Cashier's Checks, . . . . . 8,500.55
Due from Branch Offices and Agents, . . . . . 30,422.75	
Due from Sundry Persons, 160,485.38	
Due from Banks and Bankers, 4,988.82	
Cash, . . . . .	
Total, . . . . . \$3,892,963.03	Total, . . . . . \$3,892,963.03

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
United States Government, 4s, . . . . . \$	100,000.00	100,000.00	.....
United States Government, 4½s, . . . . .	150,000.00	150,000.00	250,000.00
Premium on same, . . . . .	.....	37,312.50	37,312.50
Coupons, advanced, Beaver Precinct Bonds, . . . . .	600.00	600.00	600.00
Cherokee Co. Script, . . . . .	9,339.75	9,339.75	9,339.75
Ford County Bonds, . . . . .	32,010.00	32,010.00	32,010.00
Hunt Drainage Bonds, . . . . .	25,000.00	23,750.00	25,000.00
India Gov. Stocks, British, £920, . . . . .	4,600.00	4,691.40	4,691.40
English Consols, £1,000, . . . . .	4,900.00	4,989.07	4,989.07
K. C., N. W. & W. Y. R. R., . . . . .	250.00	250.00	250.00
Agricultural Fair Association, . . . . .	1,000.00	1,000.00	1,000.00
National Exposition, . . . . .	1,500.00	1,500.00	1,500.00
Metropolitan Street Railway, . . . . .	7,000.00	7,000.00	7,000.00
New Mexico Funding Bonds, . . . . .	41,000.00	41,000.00	41,000.00
Prescott & Arz. Cent. Railway Bonds, . . . . .	15,000.00	13,500.00	15,000.00

## JARVIS-CONKLIN MORTGAGE TRUST COMPANY.—CONT'D.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.,	1886,	1896,	1891,	\$100,225.00	\$100,000.00
B,	"	1886,	1896,	1891,	100,100.00	100,000.00
C,	"	1886,	1896,	1891,	100,071.00	100,000.00
D,	"	1886,	1896,	1891,	100,050.00	100,000.00
E,	"	1887,	1897,	1892,	100,025.00	100,000.00
F,	"	1887,	1897,	1892,	100,225.00	100,000.00
G,	"	1887,	1897,	1892,	100,050.00	100,000.00
H,	"	1887,	1897,	1892,	100,025.00	100,000.00
I,	"	1887,	1897,	1892,	100,325.75	100,000.00
J,	"	1887,	1897,	1892,	100,000.00	100,000.00
K,	"	1887,	1897,	1892,	100,143.75	100,000.00
L,	"	1887,	1897,	1892,	100,200.00	100,000.00
M,	"	1887,	1897,	1892,	100,123.86	100,000.00
N,	"	1888,	1898,	1893,	100,250.00	100,000.00
O,	.....	1888,	1898,	1893,	100,000.00	100,000.00
P,	.....	1888,	1898,	1893,	100,025.00	100,000.00
Q,	.....	1888,	1898,	1893,	40,045.00	40,000.00
Total,	.....	.....	.....	.....	\$1,641,884.37	\$1,640,000.00

Total amount of Debentures certified, . . . . . \$1,640,000.00  
Less amount on hand and with Agents, . . . . . 185,600.00  
Total liability for Debenture Bonds as per statement, . . . . . \$1,454,400.00

Trustees for Debentures, Mercantile Trust Co., New York, \$1,440,000. Boston Safe Deposit and Trust Co., \$200,000.

Amount of outstanding Guaranteed Loans, \$2,625,000.

When organized, November 1, 1888. Under what State laws, Missouri.

Principal place of business, Kansas City, Mo.

Authorized Capital, \$6,000,000.

Personal liability of Stockholders, none.

SAMUEL M. JARVIS, President.

ROLAND R. CONKLIN, Secretary.

H. P. MORGAN, Vice-President.

WM. F. SHELLEY, Treasurer.

S. L. CONKLIN, Asst. Secretary.

DIRECTORS. — Samuel M. Jarvis, Roland R. Conklin, S. L. Conklin, H. M. Beardsley, H. C. Gilbert, H. P. Morgan, Wm. Hacker, Jno. M. Shrigley, J. L. Barnes, Geo. R. Peck, Wm. F. Shelley.

## THE KANSAS CITY INVESTMENT COMPANY.

CITY OF KANSAS, JACKSON COUNTY, MISSOURI.

KANSAS CITY, MO.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$767,777.84	Capital Stock paid in, . . .	\$223,100.0
Loans secured by second liens on Real Estate, . . .	110,975.01	Surplus Fund, . . .	46,011.0
Tax Sale Certificates, . . .	363.45	Undivided Profits, . . .	14,444.9
Stocks and Bonds, . . .	120,050.00	Bills Payable, . . .	23,800.00
Other Real Estate, . . .	8,478.82	Debenture B'ds outstanding, . . .	643,500.00
Foreclosure Account, . . .	8,414.75	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	2,423.80
Remittances for Interest ma- tured within 60 days, . . .	5,587.27	Loans paid but not remitted for, . . .	33,954.41
Other Past-due Interest re- mitted for but not paid to us, . . .	9,046.96	Due Borrowers on Loans made, . . .	74,221.73
Due from Branch Offices and Agents, . . .	14,764.05	Deposits awaiting Investment, . . .	27,822.25
Due from Sundry Persons, . . .	10,502.10	Due to Branch Offices and Agents, . . .	25,691.50
Due from B'ks and Bankers, . . .	36,336.14	Due Sundry Persons, . . .	8,635.08
Due on uncompleted Loans, . . .	37,000.00	Interest paid but not re- mitted for, . . .	5,935.49
Cash, . . .	243.87		
Total Assets, . . .	\$1,129,540.26	Total Liabilities, . . .	\$1,129,540.26

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
New Hampshire Investment Company, . . . \$	90,500.00	.....	.....
K. C. Wyand & North West R. R., . . .	250.00	.....	.....
Rockingham Land Co., . . .	10,000.00	.....	.....
Kansas & New England Cattle Co., . . .	11,700.00	.....	.....
West Lawn Land Co., . . .	7,600.00	.....	.....



## KANSAS CITY INVESTMENT COMPANY. — CONTINUED.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per cent.	Year when Dated.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 pr. ct.,	All debentures are dated at various dates since 1886, and are due in 7 years, and redeemable 5 years from date, . . . . . }	\$367,750.00	\$350,000.00
B,	6 " "		261,337.50	245,500.00
Portsmouth,	6 " "		58,591.67	31,000.00
Vermont,	6 " "		18,025.00	17,100.00
Total,	.....		\$705,704.27	\$643,500.00

Total amount of Debentures certified, . . . . . \$643,500.00  
Less amount on hand and with Agents, . . . . .  
Total liability for Debenture Bonds as per statement, . . . . . \$643,500.00

Trustees for Debentures, A and B, John Jeffries & Sons, Boston. Portsmouth, E. P.  
Kimball and Wallace Hackett, Portsmouth. Vermont, J. Ross, W. S.  
Boynton, Jno. C. Clark, St. Johnsbury.

Amount of outstanding Guaranteed Loans, about \$100,000.00.

When organized, 1882. Under what State laws, Missouri.

Principal place of business, Kansas City, Mo.

Authorized Capital, \$300,000.00.

Personal liability of Stockholders, none.

EDWARD E. HOLMES, Pres. and Treas.

WILLIS G. MYERS, Vice-President.

GEORGE M. VAN EVERA, Secretary.

ALFRED N. GOSSETT, Auditor.

DIRECTORS. — Edward E. Holmes, Willis G. Myers, George M. Van Evera,  
Alfred N. Gossett, John D. S. Cook.

## KANSAS INVESTMENT COMPANY.

TOPEKA, SHAWNEE COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$1,412,886.00	Capital Stock paid in, . .	\$500,000.00
Loans secured by second liens on Real Estate, . .	256,879.00	Surplus Fund, . . . . .	50,000.00
Stock and Bonds, . . . .	1,200.00	Undivided Profits, . . . .	66,847.46
Remittances for Interest ma- tured within 60 days, . .	2,012.67	Debenture B'ds outstanding,	824,400.00
Other Past-due Interest re- mitted for but not paid		Due Borrowers on Loans made, . . . . .	35,420.08
to us, . . . . .	2,174.02	Trust Savings Deposits, . .	1,780.00
Due from Banks and Bankers,	25,387.59	Certificates of Deposit bear- ing Interest, . . . . .	42,098.45
Cash, . . . . .	5,617.78	Deposits awaiting Investment,	45,597.34
Special Trust Fund, } . .	2,025.00	Other Deposits, . . . . .	11,066.76
Mortgage Loans, . . }		Due to Branch Offices and Agents, . . . . .	130,566.97
Total Assets, . . . . .	\$1,708,182.06	Trust Fund Interest Account,	405.00
		Total Liabilities, . . . . .	\$1,708,182.06

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Silver City, New Mexico, bonds, . . . . \$	1,200.00	1,200.00	1,200.00

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6½ per cent.,	1886,	1891,	1891,	\$10,200.00	10,000.00
B,	"	1886,	1891,	1891,	106,647.00	100,000.00
C,	"	1886,	1891,	1891,	106,495.00	97,800.00
D,	"	1886,	1891,	1891,	93,810.00	89,000.00
E,	6 per cent.,	1886,	1891,	1891,	87,584.00	83,000.00
F,	"	1887,	1897,	1892,	105,100.00	100,000.00
G,	"	1887,	1897,	1892,	69,045.00	64,500.00
H,	"	1888,	1898,	1893,	100,340.00	95,500.00
I,	"	1888,	1898,	1893,	55,700.00	52,000.00
J,	"	1888,	1898,	1893,	38,265.00	36,000.00
1,	"	1888,	1893,	1893,	163,390.00	155,000.00
Total,	.....	.....	.....	.....	\$936,576.00	\$882,800.00

## KANSAS INVESTMENT COMPANY.—CONTINUED.

Total amount of Debentures certified,	. . . . .	\$882,800.00
Less amount on hand and with Agents,	. . . . .	58,400.00
Total liability for Debenture Bonds as per statement,	. . . . .	\$824,400.00

Trustees for Debentures, series A, J. H. Fairbanks, Winchendon, Mass. Series B, C, D, E, F, G, H, I, J, 1, Boston Safe Deposit and Trust Company, Boston, Mass.

Amount of outstanding Guaranteed Loans, \$1,070,437.00.

When organized, 1883. Under what State laws, Kansas.

Principal place of business, Topeka, Kansas.

Authorized Capital, \$2,000,000.00.

Personal liability of Stockholders, \$500,000.00.

H. E. BALL, President.

BENNETT R. WHEELER, Secretary.

O. S. BOWMAN, Cashier.

GEO. C. MORRELL, Vice-President.

P. T. BARTLETT, Asst. Secretary.

J. P. GOGGIN, Asst. Cashier.

DIRECTORS.—William Lloyd Garrison, George C. Morrell, Joshua G. Hall, Lewis W. Anthony, Edwin A. Smith, Isaac J. Carr, W. H. Winants, G. J. Wilmot, N. C. McFarland, William Sims, Reid Alexander, B. M. Davies, Albert H. Horton, Samuel T. Howe, H. E. Ball, Bennett R. Wheeler, S. L. Leavitt, Byron Roberts, Rankin Mason, Elias Shull.



## THE KANSAS LOAN AND INVESTMENT COMPANY,

WICHITA, SEDGWICK COUNTY, KANSAS.

STATEMENT, SEPTEMBER 29, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$35,068.33	Capital Stock paid in, . . .	\$75,000.00
Loans secured by second liens on Real Estate, . .	12,483.27	Undivided Profits, . . .	9,939.97
Loans on Personal Security, . . .	3,262.30	Bills Payable, . . .	10,000.00
Tax Sale Certificates, . . .	2,098.42	Loans paid, but not remitted for, . .	3,832.66
Stocks and Bonds, . . .	3,000.00	Due Borrowers on Loans made, . .	3,943.10
Real Estate, . . .	1,029.32	Deposits awaiting Investment, . .	2,644.81
Furniture and Fixtures, . .	424.28		
Current Expenses, . . .	6,332.38		
Remittances for Interest matured within 60 days, . .	5,285.09		
Other Past-due Interest remitted for, but not paid to us, . . .	5,389.16		
Past due Loans remitted for, but not paid to us, . . .	12,085.26		
Due from Branch Offices and Agents, . . .	5,400.00		
Due from Sundry Persons, . .	3,642.22		
Due from Banks and Bankers, . .	9,696.31		
Cash, . . . . .	164.20		
Total, . . . . .	\$105,360.54	Total, . . . . .	\$105,360.54

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
5 shares of The Merriman Park Land Company of Wichita, Kansas, \$625.00 per share, . \$	3,175.00	3,000.00	3,125.00

Amount of outstanding Guaranteed Loans, none except a small amount of short-time Commercial paper.

When organized, August 1, 1884. Under what State laws, Kansas.

Principal place of business, Wichita, Kansas.

Authorized Capital, \$100,000.

Personal liability of Stockholders, \$100,000.00.

N. F. NIEDERLANDER, President.

A. W. OLIVER, Vice President.

J. C. RUTAN, Secretary.

M. W. LEVY, Treasurer.

DIRECTORS. — N. F. Niederlander, A. W. Oliver, J. C. Rutan, M. W. Levy.

## THE KANSAS MORTGAGE AND INVESTMENT COMPANY,

ANTHONY, HARPER COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$57,250.00	Capital Stock paid in, . . .	\$100,000.00
Loans secured by second liens on Real Estate, . . .	38,741.96	Undivided Profits, . . .	20,084.59
Tax Sale Certificates, . . .	2,016.40	Bills Payable, . . .	7,500.00
Other Real Estate, . . .	832.71	Loans paid but not remitted for, . . .	3,093.94
Foreclosure Account, . . .	2,763.78	Due Borrowers on Loans made, . . .	792.61
Current Expenses, . . .	11,522.48	Other Deposits, . . .	555.55
Remittances for Interest matured within 60 days but not paid to us, . . .	1,731.00	Due to Branch Offices and Agents, . . .	371.48
Other Past-due Interest remitted for but not paid to us, . . .	5,113.50		
Due from Branch Offices and Agents, . . .	1,200.00		
Due from Sundry Persons, . . .	708.93		
Cash, . . .	7,143.71		
Bills Receivable, . . .	3,373.70		
Total Assets, . . .	\$132,398.17	Total Liabilities, . . .	\$132,398.17

Amount of outstanding Guaranteed Loans, \$88,975.00.

When organized, November, 1885. Under what State laws, Kansas.

Principal place of business, Anthony, Kansas.

Authorized Capital, \$100,000.00.

Personal liability of Stockholders, \$100,000.00.

JNO. D. BROWN, President.

R. F. TATTERSHALL, Vice-President.

A. M. COFFMAN, Secretary.

H. M. DENLINGER, Treasurer.

DIRECTORS. — Jno. D. Brown, P. Anderson, D. M. Kirkbride, C. R. Miller, H. M. Denlinger, R. F. Tattershall, A. M. Coffman, Jno. T. Stewart, Geo. B. Crooker.

## KANSAS NATIONAL LOAN COMPANY,

WICHITA, SEDWICK COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$58,903.10	Capital Stock paid in, . .	\$75,000.00
Loans secured by second liens on Real Estate, . .	33,394.55	Undivided Profits, . . .	3,620.12
Tax Sale Certificates, . .	2,533.83	Bills Payable, . . . . .	11,000.00
Real Estate, . . . . .	657.88	Debenture Bonds outstanding, . . . . .	8,600.00
Foreclosure Account, . .	5,532.71	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	402.90
Furniture and Fixtures, . .	104.50	Loans paid but not remitted for, . . . . .	2,361.40
Current Expenses, . . . .	.06	Due Borrowers on Loans made, . . . . .	15,081.24
Remittances for Interest matured within 60 days, . . .	4,803.75	Deposits awaiting Investment, . . . . .	7,417.65
Other Past-due Interest remitted for but not paid to us, . . . . .	6,836.50	Due to Branch Offices and Agents, . . . . .	238.17
Past-due Loans remitted for but not paid to us, . . .	1,892.00	Due to Banks and Bankers, . . . . .	446.86
Due from Branch Offices and Agents, . . . . .	4,204.64		
Due from Sundry Persons, . .	163.64		
Cash, . . . . .	514.18		
Total Assets, . . . . .	\$124,168.34	Total Liabilities, . . . . .	\$124,168.34

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 p. ct.,	1888,	1898,	1893,	\$15,000.00	\$15,000.00
F,	"	1888,	1898,	1893,	5,000.00	5,000.00
Total,	.....	.....	.....	.....	\$20,000.00	\$20,000.00

Total amount of Debentures certified, . . . . . \$20,000.00  
Less amount on hand and with Agents, . . . . . 11,400.00

Total liability for Debenture Bonds as per statement, . . . . . \$8,600.00

Trustees for Debentures, Knickerbocker Trust Company of New York City.

Amount of outstanding Guaranteed Loans, \$112,500.

When organized, February 1, 1886. Under what State laws, Kansas.

Principal place of business, Wichita.

Authorized Capital, \$500,000.

Personal liability of Stockholders, \$75,000.

H. W. LEWIS, President.

GEORGE F. LEWIS, Vice-President.

I. F. WEST, Secretary.

A. C. JOBES, Treasurer.

DIRECTORS. — H. W. Lewis, A. A. Hyde, Sam'l Houck, Robt. E. Lawrence, James L. Dyer, Geo. F. Lewis, Chas. E. Frank, A. C. Jobes, I. F. West.



## THE KANSAS SECURITY COMPANY,

KINGMAN, KINGMAN COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . . . .	\$8,200.00	Capital Stock paid in, . . .	\$50,000.00
Loans secured by second liens on Real Estate, . . . . .	15,033.50	Undivided Profits, . . . . .	2,432.84
Loans on Collateral Security, . . . . .	27,000.00	Bills Payable, . . . . .	2,000.00
Tax Sale Certificates, . . . . .	722.34	Debenture Bonds outstanding, . . . . .	6,000.00
Stock and Bonds, . . . . .	10,000.00	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	110.25
Furniture and Fixtures, . . . . .	1,380.83	Due Borrowers on Loans made, . . . . .	1,012.00
Current Expenses, . . . . .	1,092.69	Deposits awaiting Investment, . . . . .	14,099.58
Remittances for Interest matured within 60 days, . . . . .	260.75		
Other Past-due Interest remitted for but not paid to us, . . . . .	2,064.15		
Past-due Interest on loans owned by us, . . . . .	23.75		
Due from Sundry Persons, . . . . .	2,635.54		
Due from Banks & Bankers, . . . . .	6,884.72		
Due on uncompleted Loans, . . . . .	302.16		
Cash, . . . . .	54.24		
Total, . . . . .	\$75,654.67	Total, . . . . .	\$75,654.67

## DESCRIPTION OF STOCK AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Kingman Abstract Co., 100 shares, . . . . . \$	10,000.00	10,000.00	10,000.00

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mort. loans.	Amount of Debentures.
A,	6 p. ct.,	1887,	1897,	1892,	\$6,000.00	\$6,000.00

Total amount of Debentures certified, . . . . .	\$6,000.00
Less amount on hand and with Agents, . . . . .	.....
Total liability for Debenture Bonds as per statement, . . . . .	\$6,000.00

## KANSAS SECURITY COMPANY.—CONTINUED.

Trustees for Debentures, American Loan and Trust Company, New York City.

Amount of outstanding Guaranteed Loans, \$214,375.00.

When organized, August 17, 1886. Under what State laws, Kansas.

Principal place of business, Kingman, Kansas.

Authorized Capital, \$50,000.00.

Personal liability of Stockholders, \$50,000.00.

W. S. GROSVENOR, President.

N. S. ARNOLD, Vice-President.

C. C. VAN DWENTER, Sec. and Treas.

C. P. ENGELMANN, Asst. Sec.

DIRECTORS.—W. S. Grosvenor, P. J. Conklin, N. S. Arnold, C. P. Engelmann, C. C. Van Dwenter.

## THE LINCOLN MORTGAGE AND TRUST COMPANY,

ASHLAND, CLARK COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$17,775.00 Loans secured by second liens on Real Estate, . . 12,227.50 Loans on Collat'l Security, . . 21.50 Loans on Personal Security, . . 29.00 Tax Sale Certificates, . . 117.03 Real Estate, . . . 404.10 Furniture and Fixtures, . . 1,579.88 Remittances for Interest ma- tured within 60 days, . . 1,097.03 Other Past-due Interest re- mitted for but not paid to us, . . . 944.09 Past-due Interest on loans owned by us, . . . 125.13 Due from Banks and Bankers, . . 315.88 Due on uncompleted Loans, . . 235.00 Cash, . . . 1,081.97	Capital Stock paid in, . . \$25,000.00 Surplus Fund, . . . 10,000.00 Undivided Profits, . . . 727.56 Interest paid by Borrowers, awaiting presentation of Coupons, . . . 129.40 Loans paid but not remitted for, . . . 60.00 Due Borrowers on Loans made, . . . 36.15
Total, . . . \$35,953.11	Total Liabilities, . . \$35,953.11

Amount of outstanding Guaranteed Loans, \$101,730.00.  
 When organized, March 1, 1887. Under what State laws, Kansas.  
 Principal place of business, Ashland, Clark County, Kansas.  
 Authorized Capital, \$100,000.00.  
 Personal liability of Stockholders, \$100,000.00.

CHARLES P. WOODBURY, President.  
 R. S. HALLMAN, Asst. Secretary.

JOHN S. MYERS, Vice-President.  
 GEO. THEIS, JR., Treasurer.

DIRECTORS. — Charles P. Woodbury, John S. Myers, J. H. Clark, Geo. Theis, Jr., Frank H. Woodbury.



## LOCKWOOD MORTGAGE COMPANY,

ANTHONY, HARPER COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$12,614.50	Capital Stock paid in, . . .	\$70,000.00
Loans secured by second liens on Real Estate, . . .	42,151.99	Undivided Profits, . . .	4,509.80
Tax Sale Certificates, . . .	2,080.76	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	149.50
Stocks and Bonds, . . .	4,979.30	Loans paid but not remitted for, . . . . .	8,021.61
Furniture and Fixtures, . . .	417.00	Due Borrowers on Loans made, . . . . .	1,712.56
Remittances for Interest matured within 60 days, . . .	5,519.51	Deposits awaiting Investment, . . . . .	334.00
Other Past-due Interest remitted for but not paid to us, . . . . .	4,837.80	Other Deposits, . . . . .	1,889.91
Due from Sundry Persons, . . .	1,079.67	Due to Banks and Bankers, . . . . .	1,745.20
Due from Banks and Bankers, . . .	10,672.54		
Due on uncompleted Loans, . . .	3,955.56		
Cash, . . . . .	53.95		
Total Assets, . . . . .	\$88,362.58	Total Liabilities, . . . . .	\$88,362.58

## DESCRIPTION OF STOCK AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Kansas School District Bonds, . . . . . \$	5,140.00	4,979.30	4,979.30

Amount of outstanding Guaranteed Loans, \$36,975.00.

When organized, April 1, 1887. Under what State laws, Kansas.

Principal place of business, Anthony, Kansas.

Authorized Capital, \$200,000.00.

Personal liability of Stockholders, \$140,000.00.

RALPH H. LOCKWOOD, President.

LA MONTE C. BIDWELL, Vice-Pres.

JOHN W. CLENDENIN, Secretary and Treasurer.

DIRECTORS. — L. C. Senseman, F. R. Zacharias, George Reuter, Jr., Allston Allen, L. C. Bidwell, C. D. Organ, J. W. Clendenin, R. H. Lockwood, Max Tandler.

## LOMBARD INVESTMENT COMPANY,

WICHITA, SEDGWICK COUNTY, KANSAS.

KANSAS CITY, MO.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$2,003,418.97	Capital Stock paid in, . . . \$1,250,000.00
Loans secured by second liens on Real Estate, . . . 833,635.68	Surplus Fund, . . . . . 160,000.00
Loans on Collateral Security, . . . 23,461.70	Guaranty Fund, . . . . . 150,000.00
Loans on Personal Security, . . . 1,004.00	Undivided Profits, . . . . . 300,334.03
Tax Sale Certificates, . . . . . 39,944.16	Debenture B'ds outstanding, 1,322,350.00
Stocks and Bonds, . . . . . 189,357.54	Interest paid by Borrowers, awaiting presentation of
Real Estate, . . . . . 101,350.00	Coupons, . . . . . 127,747.22
Foreclosure Account, . . . . . 100,344.40	Due Borrowers on Loans made, . . . . . 107,954.08
Current Expenses, . . . . . 63,548.39	Deposits awaiting Invest- ment, . . . . . 430,179.63
Remittances for Interest ma- tured within 60 days, . . . 43,429.76	Other Deposits, . . . . . 50,391.35
Other Past-due Interest re- mitted for but not paid to us, . . . . . 87,641.72	Due to Branch Offices and Agents, . . . . . 71,681.29
Past-due Loans remitted for but not paid to us, . . . . . 55,304.59	
Due from Branch Offices and Agents, . . . . . 41,263.84	
Due from Sundry Persons, . . . . . 2,994.21	
Due from B's and B'kers, . . . 227,332.25	
Cash and Cash Items, . . . . . 76,856.42	
Kansas City Improved Real Estate, . . . . . 80,000.00	
Total Assets, . . . . . \$3,970,887.63	Total Liabilities, . . . . . \$3,970,887.63

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
First National Bank, Kansas City, 140 shares, \$	14,000.00	14,000.00	21,000.00
Anglo-American Land Mortgage and Agency Co., Limited, 86 shares, . . . . .	834.20	834.20	834.20
Edinburgh Lombard Investment Co., Limited, 3,002 shares, . . . . .	14,559.70	14,559.70	14,559.70
National Exposition, 2d Mortgage 8 per cent. Bond, . . . . .	500.00	500.00	500.00
Concordia Loan and Trust Company, 117 shares, . . . . .	11,700.00	9,700.00	11,700.00
English Consols, 3 per cent., £411-0-0, . . . .	1,910.00	1,910.00	1,910.00
Pennsylvania Railroad Sinking Fund, 1st Mortgage 6 per cent. Bonds. (Gold Bonds), . .	6,790.00	6,790.00	8,100.00
Union Pacific Railroad 1st Mortgage Bonds, 6 per cent., . . . . .	12,000.00	12,000.00	13,575.00

## LOMBARD INVESTMENT COMPANY.—CONTINUED.

## DESCRIPTION OF STOCKS AND BONDS.—CONTINUED.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Boston, Concord & Montreal Railroad 1st Mortgage, 7 per cent. Bonds, . . . \$	5,000.00	5,000.00	5,500.00
New York Central Railroad, 1st Mortgage 7 per cent. Bonds, . . .	10,000.00	10,000.00	13,550.00
Delaware, Lackawana & Western Railroad, 1st Mortgage 7 per cent. Bonds, . . .	10,000.00	10,000.00	14,000.00
Peoples' Cable Railroad, 1st Mortgage 6 per cent. Bonds, . . .	20,000.00	20,000.00	20,000.00
United States 4½ per cent. Bonds, . . .	75,000.00	75,000.00	80,625.00
Paxton Precinct, Keith Co., Nebr., 6 per cent. School Bonds, . . .	9,000.00	9,000.00	9,000.00
School District 47, Merrick Co., Nebr., 6 per cent. Bonds, . . .	63.64	63.64	63.64

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per cent.	YEAR WHEN			SECURED BY PLEDGE OF			AMOUNT OF	
		Dated.	Due.	Re-deema-ble.	1st Mortgage Loans.	2d. Mortgage Loans.	Real Estate.	Security.	Deben- tures.
C,	6	1882,	1892,	1887,	\$20,471.15	\$8,527.75	.....	\$28,998.90	\$20,000
D,	6	1883,	1893,	1887,	19,652.92	8,685.75	.....	28,338.67	20,000
E,	6	1883,	1893,	1887,	20,307.50	8,634.75	.....	28,942.25	20,000
F,	6	1884,	1894,	1889,	20,031.25	8,384.70	.....	28,415.95	20,000
H,	6	1884,	1894,	1889,	19,849.80	8,515.50	.....	28,365.30	20,000
I,	6	1884,	1894,	1889,	19,488.40	9,362.45	.....	28,850.85	20,000
L,	6	1887,	1897,	1892,	67,016.02	45,840.13	\$28,000	140,856.15	100,000
M,	6	1887,	1897,	1892,	96,660.60	45,937.37	3,150	145,747.97	100,000
N,	6	1887,	1897,	1892,	77,240.00	47,001.30	17,000	141,241.30	100,000
O,	6	1887,	1897,	1892,	97,045.00	46,694.64	8,900	152,639.64	100,000
P,	6	1888,	1898,	1893,	95,478.80	46,666.79	12,150	154,295.59	100,000
Q,	6	1888,	1898,	1893,	35,447.15	24,574.88	80,000	140,022.03	100,000
R,	6	1888,	1898,	1893,	94,000.00	46,341.75	3,225	143,566.75	100,000
V,	6	1887,	1897,	.....	97,563.75	46,685.21	3,000	147,248.96	100,000
W,	6	1887,	1892,	.....	98,861.80	47,168.37	1,725	147,755.17	100,000
X,	6	1887,	1897,	.....	96,302.84	46,094.74	4,750	147,147.58	100,000
Y,	6	1887,	1892,	.....	85,168.69	47,142.75	12,200	144,511.44	100,000
Phila.	5	1886,	1896,	.....	135,900.00	.....	.....	135,900.00	125,000
Total,	...	.....	.....	.....	1,196,485.67	542,258.83	174,100	1,912,844.50	1,345,000



## LOMBARD INVESTMENT COMPANY. — CONTINUED.

Total amount of Debentures certified, . . . . .	\$1,345,000.00
Less amount on hand and with Agents, . . . . .	22,650.00
Total liability for Debenture Bonds as per statement, . . . . .	\$1,322,350.00

Trustees for Debentures, C, D, E, F, H, I, B. Lombard, Jr., and James L. Lombard. L, M, N, O, P, Q, R, V, W, X, Y, B. Lombard, Jr., James L. Lombard, and H. W. L. Russell. Philadelphia, (Phila.), Philadelphia, Trust, Safe Deposit, and Insurance Company.

Amount of outstanding Guaranteed Loans, \$29,056,611.

When organized, October 15, 1882. Under what State laws, Kansas.

Principal place of business, Kansas City, Mo.

Authorized Capital, \$2,000,000.00.

Personal liability of Stockholders, \$1,250,000.00.

B. LOMBARD, JR., President. JAMES L. LOMBARD, Vice Pres. and Gen'l Mgr.  
 LEWIS LOMBARD, 2d Vice-Pres. WM. McGEORGE, JR., 3d Vice-President.  
 W. A. LOMBARD, Secretary. W. E. SWENTZEL, 4th V.-Pres. and Asst. Mgr.  
 L. D. SKINNER, Asst. Sec. and Treas.

DIRECTORS. — B. Lombard, Jr., John D. W. Joy, W. A. Lombard, J. J. Currier, Irving Wood, E. D. Blodgett, J. L. Lombard, Kas Harris, Wm. McGeorge, Jr., W. B. Bement, George M. Troutman, Lewis Lombard, I. P. T. Edmonds, Joseph Jacobs, Jr., George L. Streeter, Chas. H. Pine, B. E. Potter, L. D. Skinner, J. T. Cochran, George Burnham, George Philler.

**MISSOURI TRUST COMPANY,**  
**SEDALIA, PETTIS COUNTY, MISSOURI.**

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$547,764.00	Capital stock paid in, . . .	\$200,000 00
Loans secured by second liens on Real Estate, . .	16,905.23	Surplus Fund, . . . . .	12,000.00
Loans on Collat'l Security, . . . . .	2,662.20	Undivided Profits, . . . .	9,384.09
Loans on Personal Security, . . . . .	3,280.00	Debenture Bonds outstanding, . . . . .	343,900 00
Stocks and Bonds, . . . . .	3,375.00	Dividends Unpaid, . . . .	38.50
Office Building, . . . . .	26,334.75	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	6,629.67
Furniture and Fixtures, . . . . .	490.61	Loans paid but not remitted for, . . . . .	7,050.00
Current Expenses, . . . . .	4,248.10	Trust Savings Deposits, . .	25,734.04
Remittances for Interest matured within 60 days, . .	1,920.20	Certificates of Deposit bearing Interest, . . . . .	24,917.32
Other Past-due Interest remitted for but not paid to us, . . . . .	5,801.65	Deposits awaiting Investment, . . . . .	5,559.02
Past-due Interest on loans owned by us, . . . . .	3,723.00	Other Deposits, . . . . .	3,036.53
Past due Loans remitted for but not paid to us, . . .	8,732.00	Due to Branch Offices and Agents, . . . . .	5,548.91
Due from Branch Offices and Agents, . . . . .	169.83	Certified Bonds, . . . . .	8,300.00
Due from Sundry persons, . . . . .	1,645.04		
Due from Banks and Bankers, . . . . .	17,350.12		
Due on uncompleted Loans, . . . . .	7,696.35		
Total, . . . . .	\$652,098.08	Total, . . . . .	\$652,098.08

DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
City of Marionville, Mo., Bonds, . . . . .	\$ 175.00	175.00	177.90
City of Lamar, Mo., Bonds, . . . . .	2,300.00	2,300.00	2,336.85
Barton County School Bonds, . . . . .	500 00	500.00	506.66
Pettis County School Bonds, . . . . .	400.00	400.00	412.00

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.	1887,	1897,	1892,	\$90,230.00	\$90,100.00
B,	"	1887,	1897,	1892,	63,875.00	63,600.00
C,	"	1887,	1897,	1892,	28,910.00	27,000.00
D,	"	1887,	1897,	1892,	101,275.00	100,000.00

## MISSOURI TRUST COMPANY.—CONTINUED.

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.—  
CONTINUED.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
E,	6 per cent.,	1887,	1892,	1890,	\$48,575.00	\$48,500.00
F,	"	1888,	1895,	1893,	50,150.00	50,000.00
G,	"	1888,	1898,	1893,	44,250.00	40,000.00
Total,	.....	.....	.....	.....	\$427,265.00	\$419,200.00

Total amount of Debentures certified, . . . . . \$419,200.00  
Less amount on hand and with Agents, . . . . . 75,300.00  
Total liability for Debenture Bonds as per statement, . . . . . \$343,900.00

Trustees for Debentures, W. H. Powell, Adam Ittel, F. A. Sampson, and R. H. Moses.

Trustee for Certified Bonds, Adam Ittel.

Amount of outstanding Guaranteed Loans, \$36,900.

When organized, 1880. Re-organized June 27, 1887. Under what State laws, Law of Trust Companies of Missouri.

Principal place of business, Sedalia, Mo.

Authorized Capital, \$500,000.

Personal liability of Stockholders, none.

O. A. CRANDALL, President.

F. A. SAMPSON, Vice-President.

G. L. FAULHABER, Treasurer.

F. E. HOFFMAN, Secretary.

DIRECTORS.—J. Q. Tannehill, Henry Lamm, J. B. Brugler, R. H. Moses, J. W. Murphy.



## NEBRASKA LOAN AND TRUST COMPANY,

HASTINGS, ADAMS COUNTY, NEBRASKA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, .	\$1,688,206.97	Capital Stock paid in, .	\$500,000.00
Loans secured by second liens on Real Estate, .	226,336.78	Guaranty Fund, . . .	125,101.00
Earned Commission on Debenture Loans, . . .	49,000.00	Undivided Profits, . . .	39,666.62
Loans on Collateral Security, .	105,878.44	Bills Payable, . . . .	25,000.00
Loans on Personal Security, .	36,996.00	Debenture Bonds outstanding, . . . .	1,611,700.00
Tax Sale Certificates, . . .	1,444.48	Interest paid by Borrowers, awaiting presentation of Coupons, . . . .	3,669.5
Stocks and Bonds, . . . .	17,402.50	Loans paid but not remitted for, . . . .	40,305.21
Office Building, . . . .	35,000.00	Due Borrowers on Loans made, . . . .	900.00
Foreclosure Account, . . .	18,854.56	Deposits awaiting Investment, .	84,150.00
Furniture and Fixtures, . .	4,658.15	Other Deposits, . . . .	3,000.00
Current Expenses, . . . .	24,005.28	Due to Banks and Bankers, Individuals, . . . .	1,530.77
Past-due Interest remitted for but not paid to us, .	44,086.80	Accrued Interest on Debenture Bonds outstanding, not due, . . . .	30,226
Past-due Interest on loans owned by us, . . . .	102,226.90		
Past-due Loans remitted for but not paid to us, . . .	13,535.96		
Due from Sundry Persons, .	11,948.03		
Due from B'ks and Bankers, .	54,533.11		
Due on uncompleted Loans, .	900.00		
Cash, . . . .	1,863.35		
Land Surveys and Plats, . .	8,500.00		
Warrants and Orders, . . .	13,415.51		
School District Coupons, . .	6,457.18		
Total Assets, . . . .	\$2,465,250.00	Total Liabilities, . . . .	\$2,465,250.00

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Enterprise Building Association Stock, . . . \$	3,277.50	3,277.50	3,277.50
West Side Improvement Company Stock, . . .	1,125.00	1,125.00	1,125.00
Gazette Journal Company Stock, . . . .	10,000.00	10,000.00	10,000.00
Hastings Improvement Company Bonds, . . .	3,000.00	3,000.00	3,000.00

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
1,	6 per cent.,	1886,	1898,	1896,	\$100,000.00	\$100,000.00
2,	"	1886,	1896,	1896,	100,000.00	100,000.00

## NEBRASKA LOAN AND TRUST COMPANY. — CONTINUED.

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES. —  
CONTINUED.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Red'mable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
3,	6 per cent.,	1886,	1898,	1896,	\$100,000.00	\$100,000.00
4,	"	1886,	1898,	1896,	100,000.00	100,000.00
5,	"	1886,	1898,	1896,	100,000.00	100,000.00
6,	"	1886,	1898,	1896,	100,000.00	100,000.00
7,	"	1886,	1893,	1891,	100,000.00	100,000.00
8,	"	1886,	1898,	1896,	100,000.00	100,000.00
9,	"	1886,	1898,	1896,	100,000.00	100,000.00
10,	"	1886,	1898,	1896,	100,000.00	100,000.00
11,	"	1887,	1899,	1897,	100,000.00	100,000.00
12,	"	1887,	1899,	1897,	100,000.00	100,000.00
13,	"	1887,	1899,	1897,	100,000.00	100,000.00
14,	"	1887,	1899,	1897,	100,000.00	100,000.00
15,	"	1887,	1899,	1897,	100,000.00	100,000.00
16,	"	1887,	1899,	1897,	100,000.00	100,000.00
17,	7 per cent.,	1887,	1894,	1892,	43,300.00	43,300.00
18,	"	1888,	1900,	1898,	23,200.00	23,200.00
Total,	.....	.....	.....	.....	\$1,666,500.00	\$1,666,500.00

Total amount of Debentures certified, . . . . . \$1,666,500.00  
Less amount on hand and with Agents, . . . . . 54,800.00  
Total liability for Debenture Bonds as per statement, . . . \$1,611,700.00

Trustees for Debentures, A. L. Clarke, Wm. Kerr, and J. J. Wemple, Trustees to  
December 31, 1886. A. L. Clarke, J. J. Wemple, and W. L. Wigton, Trustees  
from December 31, 1886, to October 1, 1888.

Amount of outstanding Guaranteed Loans, \$2,174,633.00.

When organized, May 1, 1882. Under what State laws, General Corporation laws  
of the State of Nebraska.

Principal place of business, Hastings, Nebraska.

Authorized Capital, \$1,000,000.00.

Personal liability of Stockholders, Liable for amount of stock subscribed by each.

A. L. CLARKE, Vice-President.

E. C. WEBSTER, Treasurer.

C. P. WEBSTER, Cashier.

DIRECTORS. — Samuel Alexander, Geo. H. Pratt, Oswald Oliver, James B.  
Heartwell, D. M. McElHinney, C. P. Webster, J. J. Wemple, A. L. Clark, E. C.  
Webster.

## NEBRASKA MORTGAGE AND INVESTMENT COMPANY,

FREMONT, DODGE COUNTY, NEBRASKA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$14,450.00	Capital Stock paid in, . .	\$56,400.00
Loans on Collat'l Security, . .	41,598.50	Undivided Profits, . . .	3,142.61
Furniture and Fixtures, . . .	63.25		
Current Expenses, . . . . .	735.70		
Due from Banks and Bank- ers, . . . . .	2,695.16		
Total Assets, . . . . .	\$59,542.61	Total Liabilities, . . . .	\$59,542.61

Amount of outstanding Guaranteed Loans, none.

When organized, May 16, 1888. Under what State laws, Nebraska.

Principal place of business, Fremont, Dodge County, Nebraska.

Authorized Capital. \$500,000.

Personal liability of Stockholders, Each Stockholder is liable, personally, for the amount of Stock subscribed for by him.

GEO. W. E. DORSEY, President.

C. H. TONCRAY, V.-Pres. and Gen'l Mgr.

F. B. HARRISON, Secretary and Treasurer.

DIRECTORS. — Geo. W. E. Dorsey, W. D. Mathews, F. B. Harrison, Wm. E. Smalls, C. H. Toncray.



## NEW ENGLAND LOAN AND TRUST COMPANY,

DES MOINES, POLK COUNTY, IOWA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$1,171,793.00	Capital Stock paid in, . . . \$250,000.00
Loans secured by second liens on Real Estate, . . . 158,785.76	Undivided Profits, . . . 22,005.81
Earned Commission on De- benture Loans, . . . 14,189.50	Debenture Bonds outstand- ing, . . . 1,081,600.00
Loans on Collat'l Security, . . . 26,693.50	Interest paid by Borrowers, awaiting presentation of Coupons, . . . 8,341.11
Loans on Person'l Security, . . . 388.81	Due Borrowers on loans made, . . . 8,356.36
Tax Sale Certificates, . . . 6,668.89	Certificates of Deposit bear- ing Interest, . . . 35,517.29
Stocks and Bonds, . . . 19,350.00	Deposits awaiting Invest- ment, . . . 16,025.00
Real Estate, . . . 27,662.98	Other deposits, . . . 60,885.65
Foreclosure Account, . . . 17,126.44	Treasurer's Checks, . . . 5,037.92
Furniture and Fixtures, . . . 4,638.21	
Remittances for Interest matured within 60 days, . . . 3,333.20	
Other Past-due Interest re- mitted for but not paid to us, . . . 2,480.99	
Past-due Loans remitted for but not paid to us, . . . 5,350.00	
Due from Sundry Persons, . . . 494.29	
Due from B'ks and B'kers, . . . 22,637.43	
Cash, . . . 1,509.42	
Land Contracts, . . . 4,066.72	
Total Assets, . . . \$1,487,169.14	Total Liabilities, . . . \$1,487,169.14

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
School Bond, Brant Lake, D. T., . . . . \$	300.00	300.00	300.00
Sac County, Iowa, . . . . .	3,000.00	3,000.00	3,000.00
Town of Spencer, Iowa, . . . . .	6,000.00	6,000.00	6,000.00
School Bond, Sherman County, Nebraska, . . .	600.00	600.00	600.00
School Bond, Winfield, D. T., . . . . .	500.00	500.00	500.00
Stock New England Trust Company of Kansas City, Mo., . . . . .	7,600.00	7,600.00	7,600.00
Provident Trust Company of Omaha, Nebr., . .	100.00	100.00	100.00
East Side Bank of New York City, . . . . .	1,000.00	1,250.00	1,250.00

NEW ENGLAND LOAN AND TRUST COMPANY. — CONTINUED.  
STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	YEAR WHEN			SECURED BY PLEDGE OF		AMOUNT OF	
		Dated.	Due.	Redeem-able.	1st Mortgage Loans.	2d Mortgage Loans.	Security.	Debentures
1,	6 p. c.,	1886,	1896,	1891,	\$102,000.00	.....	\$102,000.00	\$100,000
2,	"	1887,	1897,	1892,	102,025.00	.....	102,025.00	100,000
3,	"	"	"	"	102,033.00	.....	102,033.00	100,000
4,	"	"	"	"	102,000.00	.....	102,000.00	100,000
5,	"	"	"	"	102,175.00	.....	102,175.00	100,000
6,	"	"	"	"	102,000.00	.....	102,000.00	100,000
7,	"	1888,	1898,	1893,	102,050.00	.....	102,050.00	100,000
8,	"	"	"	"	102,000.00	.....	102,000.00	100,000
9,	"	"	"	"	102,000.00	.....	102,000.00	100,000
10,	"	"	"	"	76,150.00	.....	76,150.00	74,000
1,	7 p. c.,	1886,	1891,	1889,	.....	11,050.54	11,050.54	10,000
2,	"	"	"	"	500.00	10,332.04	10,832.04	10,000
3,	"	"	"	"	600.00	10,059.37	10,659.37	10,000
4,	"	"	"	"	800.00	19,061.19	10,861.19	10,000
5,	"	"	"	"	.....	10,993.63	10,993.63	10,000
6,	"	"	"	"	800.00	10,330.42	11,180.42	10,000
7,	"	"	"	"	700.00	10,426.87	11,126.87	10,000
8,	"	"	"	"	1,000.00	10,303.36	11,303.36	10,000
9,	"	"	"	"	1,700.00	10,132.94	11,832.94	10,000
10,	"	1887,	1892,	1890,	1,600.00	9,307.03	10,907.03	10,000
11,	"	"	"	"	300.00	10,497.30	10,797.30	10,000
12,	"	"	"	"	1,700.00	9,560.91	11,260.91	10,000
13,	"	"	"	"	1,500.00	7,996.35	*11,896.35	10,000
14,	"	"	"	"	6,200.00	5,415.63	11,615.63	10,000
15,	"	"	"	"	9,900.00	9,937.80	19,837.80	10,000
Total,	.....	.....	.....	.....	1,021,733.00	146,455.38	1,170,588.38	1,124,000

\* Also \$2,400 of Real Estate.

Total amount of Debentures certified, . . . . . \$1,124,000.00  
Less amount on hand and with Agents, . . . . . 43,000.00

Total liability for Debenture Bonds as per statement, . . . . . \$1,081,000.00

Trustees for Debentures, Farmers Loan and Trust Company, New York, N. Y.,  
for first ten series. G. W. Marquardt, and B. F. Kauffman, for last fifteen  
series.

Amount of outstanding Guaranteed Loans, \$1,869,800.

When organized, September 22, 1882. Under what State laws, Iowa.

Principal place of business, Des Moines, Iowa.

Authorized Capital, \$500,000.

Personal liability of Stockholders, none.

JOHN WYMAN, President.  
D. O. ESHBAUGH, Treasurer.

W. W. WITMER, Vice-President.  
W. F. BARTLETT, Secretary.

DIRECTORS. — E. D. Samson, L. L. Cassidy, E. E. Savage, B. F. Kauffman,  
G. W. Marquardt, H. C. Copeland.

## NEW ENGLAND TRUST COMPANY,

CITY OF KANSAS, JACKSON COUNTY, MISSOURI.

KANSAS CITY, MO.

STATEMENT, SEPTEMBER 30, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$698,975.00	Capital Stock paid in, . . \$250,000.00
Loans secured by second liens on Real Estate, . . 137,529.11	Undivided Profits, . . . 10,807.06
Loans on Collat'l Security, . . 2,450.00	Bills Payable, . . . . . 25,000.00
Loans on Pers'l Security, . . . 301.00	Debenture Bonds outstand- ing, . . . . . 117,450.00
Tax Sale Certificates, . . . . 2,746.83	Interest paid by Borrowers, awaiting presentation of
Stocks and Bonds, . . . . . 23,208.00	Coupons, . . . . . 12,128.52
Real Estate, . . . . . 999.89	Loans paid but not remitted for, . . . . . 11,124.75
Foreclosure Accounts, . . . . 4,506.86	Due Borrowers on Loans made, . . . . . 9,051.67
Premiums Paid, . . . . . 70,000.00	Trust Savings Deposits, . . 17,788.58
Furniture and Fixtures, . . . . 1,822.71	Certificates of Deposit bear- ing Interest, . . . . . 18,540.11
Remittances for Interest ma- tured within 60 days, . . . . 3,606.35	Deposits awaiting Investment, . . 500.00
Other Past-due Interest re- mitted for but not paid to us, . . . . . 5,532.55	Other Deposits, . . . . . 5,206.41
Remittances for Interest not yet due, . . . . . 273.25	Due to Branch Offices and Agents, . . . . . 4,241.09
Due from Sundry Persons, . . . 301.22	Debenture contract with New England Loan and Trust Company, . . . . 471,750.00
Due from Banks and Bankers, . . 649.58	
Cash, . . . . . 685.84	
Total, . . . . . \$953,588.19	Total, . . . . . \$953,588.19

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
East Side Bank, New York City, . . . . \$	1,000.00	1,250.00	1,250.00
City of Atwood, Kansas, . . . . .	3,000.00	3,075.00	3,225.00
Colorado Township, Lincoln Co., Kansas, . .	900.00	837.00	900.00
School Board Bonds, Horton, Kansas, . . .	18,000.00	18,000.00	18,900.00



## NEW ENGLAND TRUST COMPANY.—CONTINUED.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	YEAR WHEN			SECURED BY PLEDGE OF		AMOUNT OF	
		Dated.	Due.	Redeem- able.	1st Mortgage Loans.	2d Mortgage Loans.	Security.	Debentures.
A,	7 p. c.,	1887,	1892,	1890,	.....	\$12,117.25	\$12,117.25	\$10,000.00
B,	"	1887,	1892,	1890,	.....	12,111.03	12,111.03	10,000.00
C,	"	1887,	1892,	1890,	.....	12,122.56	12,122.56	10,000.00
D,	"	1887,	1892,	1890,	.....	12,079.25	12,079.25	10,000.00
E,	"	1887,	1892,	1890,	.....	12,131.00	12,131.00	10,000.00
F,	"	1887,	1892,	1890,	\$6,000.00	5,233.28	11,233.28	10,000.00
G,	"	1887,	1892,	1890,	.....	12,123.33	12,123.33	10,000.00
H,	"	1887,	1892,	1890,	1,200.00	11,297.03	12,497.03	10,000.00
I,	"	1888,	1893,	1891,	.....	12,088.16	12,088.16	10,000.00
J,	"	1888,	1893,	1891,	.....	12,155.60	12,155.60	10,000.00
K,	"	1888,	1893,	1891,	.....	12,088.85	12,088.85	10,000.00
L,	"	1888,	1893,	1891,	.....	12,105.55	12,105.55	10,000.00
Total,	.....	.....	.....	.....	\$7,200.00	\$137,652.89	\$144,852.89	\$120,000.00

Total amount of Debentures certified, . . . . . \$120,000.00  
Less amount on hand and with Agents, . . . . . 2,550.00  
Total liability for Debenture Bonds as per statement, . . . . . \$117,450.00

Trustees for Debentures, W. B. Clarke, J. H. Austin.  
Amount of outstanding Guaranteed Loans, \$1,486,800.  
When organized, June 16, 1886. Under what State laws, Missouri.  
Principal place of business, Kansas City, Mo.  
Authorized Capital, \$500,000.  
Personal liability of Stockholders, none.

THOS. T. CRITTENDEN, President.  
D. O. ESHBAUGH, Treasurer.

WATT WEBB, Vice-President.  
H. B. LEAVENS, Secretary.

DIRECTORS.—J. H. Austin, W. W. Witmer, B. F. Kauffman.

## NORTH DAKOTA LOAN AND TRUST COMPANY,

JAMESTOWN, STUTSMAN COUNTY, DAKOTA TERRITORY.

STATEMENT, JULY 13, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . . . .	\$66,052.99	Capital Stock paid in, . . . . .	\$94,000.00
Loans secured by second liens on Real Estate, . . . . .	18,087.88	Undivided Profits, . . . . .	15,155.40
Tax Sale Certificates, . . . . .	3,302.48	Bills Payable, . . . . .	18,950.00
Stocks and Bonds, . . . . .	5,651.80	Deposits awaiting investment, . . . . .	2,000 00
Real Estate, . . . . .	6,181.05	Other Deposits, . . . . .	333.67
Foreclosure Account, . . . . .	863.46		
Furniture and Fixtures, . . . . .	187.30		
Current Expenses, . . . . .	10,734.05		
Past-due Interest remitted for but not paid to us, . . . . .	13,226.91		
Due from Branch Offices and Agents, . . . . .	2,828.10		
Due from Banks and Bankers, . . . . .	8,323.05		
Total Assets, . . . . .	\$130,439.07	Total Liabilities, . . . . .	\$130,439.07

## DESCRIPTION OF STOCKS AND BONDS

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
42 shares James River National Bank, James- town, Dakota, Stock, . . . . . \$	4,200.00	4,200.00	5,250.00
County Warrants, . . . . .	1,451.80	1,451.80	1,451.80

Amount of outstanding Guaranteed Loans, none.

When organized, June 10, 1887. Under what State laws, Dakota Territory.

Principal place of business, Jamestown, Dakota.

Authorized Capital, \$100,000.

Personal liability of Stockholders, none.

GILBERT A. PIERCE, President.

ALFRED DICKEY, Vice-President.

JAMES A. HAIGHT, Secretary.

## NORTHWESTERN GUARANTY LOAN COMPANY,

MINNEAPOLIS, HENNEPIN COUNTY, MINNESOTA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$241,600.00	Capital Stock paid in, . . .	\$500,000.00
Loans secured by second liens on Real Estate, . . .	72.00	Undivided Profits, . . .	23,544.03
Loans on Collateral Security, . . .	213,000.00	Bills Payable, . . .	50,000.00
Tax Sale Certificates, . . .	154.58	Debenture Bonds outstanding, . . .	143,300.00
Stocks and Bonds, . . .	102,300.00	Accounts Payable, . . .	760.75
Office Building Account, . . .	123,389.19		
Current Expenses, . . .	3,666.78		
Remittances for Interest matured within 60 days, . . .	1,313.25		
Other Past-due Interest remitted for, but not paid to us, . . .	1,323.52		
Accrued Interest on loans owned by us, not due, . . .	11,063.85		
Due from Sundry Persons, . . .	5,345.72		
Due from Banks and Bankers, . . .	12,685.52		
Due on uncompleted Loans, . . .	1,125.90		
Cash, . . .	564.47		
Total Assets, . . .	\$717,604.78	Total Liabilities, . . .	\$717,604.78

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
U. S. Bonds Registered, 4s, . . . . .	\$ 5,000.00	6,262.50	6,450.0
1st Mtg. Consolidated R. R., Vermont, 5s, . . . . .	7,000.00	6,160.00	5,950.0
Kansas Pacific Consolidated, 6s, . . . . .	15,000.00	15,000.00	16,612.5
Oregon Short Line, 1st Mtg., 6s, . . . . .	5,000.00	4,900.00	5,400.0
Oregon and Trans-continental, 1st Mtg., 6s, . . . . .	10,000.00	9,400.00	10,250.0
Union National Bank, Minneapolis, Minn., 110 shares, . . . . .	11,000.00	11,590.00	11,550.00
First National Bank, Minneapolis, Minn., 100 shares, . . . . .	10,000.00	13,000.00	14,000.0
Security Bank of Minnesota, Minneapolis, Minn., 100 shares, . . . . .	10,000.00	13,850.00	14,000.00
Nicollet National Bank, Minneapolis, Minn., 140 shares, . . . . .	14,000.00	14,917.50	14,000.00
Bank of Minneapolis, Minneapolis, Minn., 10 shares, . . . . .	1,000.00	1,000.00	1,150.00
St. Paul National Bank, St. Paul, Minn., 35 shares, . . . . .	3,500.00	3,920.00	3,920.00
National German American Bank, St. Paul, Minn., 20 shares, . . . . .	2,000.00	2,300.00	2,540.00



## NORTHWESTERN GUARANTY LOAN CO.—CONTINUED.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.,	1887,	1892,	1892,	\$52,500.00	\$50,000.00
B,	" "	1887,	1892,	1892,	52,500.00	50,000.00
C,	" "	1887,	1892,	1892,	52,500.00	50,000.00
D,	" "	1888,	1893,	1893,	52,500.00	50,000.00
Total,	.....	.....	.....	.....	\$210,000.00	\$200,000.00

Total amount of Debenture certified, . . . . . \$200,000.00  
Less amount on hand and with Agents, . . . . . 56,700.00

Total liability for debenture Bonds as per statement, . . . . . \$143,300.00

Trustees for Debentures, American Loan and Trust Company, Boston, Mass.

Statement of the contingent liability of the company on its outstanding guaranties:

The company issues no debentures itself, but guarantees the debentures of the Minneapolis Debenture Loan Company, which is an auxiliary company; its outstanding guaranties consisting of Debentures, Mortgages, and Notes, all fully secured, are as follows:

Amount of outstanding Guaranteed Loans, \$732,430, 1st Mtg.; \$119,502.06, Notes; \$143,300, Debentures.

When organized, May, 1884. Under what State laws, Minnesota.

Principal place of business, Minneapolis, Minnesota.

Authorized Capital, \$2,000,000.

Personal liability of Stockholders, \$500,000.

L. F. MENAGE, President. THOMAS LOWRY, A. J. DEAN, Vice-Presidents.

HENRY G. MENAGE, Secretary and Treasurer.

DIRECTORS. — Thomas Lowry, E. W. Herrick, Geo. A. Pillsbury, Joseph Dean, Philip H. Neher, W. D. Washburn, A. J. Dean, H. E. Fletcher, Clinton Morrison, L. F. Menage, John S. Pillsbury, Lorin Fletcher, C. H. Pettit, Wm. H. Eustis, Henry G. Menage.

## OBERLIN LOAN, TRUST, AND BANKING COMPANY,

OBERLIN, DECATUR COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$29,630.00	Capital Stock paid in, . .	\$62,500.00
Loans secured by second liens on Real Estate, . .	19,850.33	Undivided Profits, . . .	9,791.79
Loans on Collateral Security, . .	67,181.55	Bills Payable, . . . . .	5,000.00
Loans on Personal Security, . .	6,000.00	Debenture Bonds outstanding, . . . . .	40,000.00
Stocks and Bonds, . . . . .	100.00	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	695.88
Office Building, . . . . .	10,991.84	Loans paid but not remitted for, . . . . .	431.34
Other Real Estate, . . . . .	903.18	Certificates of Deposit bearing Interest, . . . . .	21,784.61
Premiums Paid, . . . . .	876.01	Other Deposits, . . . . .	31,633.33
Furniture and Fixtures, . . . .	2,000.00		
Current Expenses, . . . . .	1,264.30		
Remittances for Interest matured within 60 days, . . . . .	505.25		
Other Past-due Interest remitted for but not paid to us, . . . . .	308.78		
Past-due Interest on Loans owned by us, . . . . .	28.00		
Past-due Loans remitted for but not paid to us, . . . .	935.25		
Due from Branch Offices and Agents, . . . . .	9,895.55		
Due from Sundry Persons, . . . .	32.05		
Due from B'ks and Bankers, . . .	14,690.44		
Due on uncompleted Loans, . . .	454.25		
Cash, . . . . .	6,190.17		
Total Assets, . . . . .	\$171,836.95	Total Liabilities, . . . . .	\$171,836 95

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Four shares in the Decatur County Fair Association, \$25 per share. . . . . \$	100.00	100.00	100.00

## OBERLIN LOAN, TRUST, AND BANKING CO.—CONTINUED.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	YEAR WHEN			SECURED BY PLEDGE OF		AMOUNT OF	
		Dated.	Due.	Redeem- able.	1st Mortgage Loans.	2d Mortgage Loans.	Security.	Debentures.
1,	7 p. c.,	1887,	1892,	.....	.....	\$12,109.93	\$12,109.93	\$10,000.00
2,	"	1887,	1892,	.....	\$40,800	6,215.40	11,015.40	10,000.00
3,	"	1888,	1893,	.....	10,025	525.00	10,550.00	10,000.00
4,	"	1888,	1895,	1893,	10,580	.....	10,580.00	10,000.00
Total,	.....	.....	.....	.....	\$25,405	\$18,850.33	\$44,255.33	\$40,000.00

Total amount of Debentures certified, . . . . . \$40,000.00  
Less amount on hand and with Agents, . . . . .  
Total liability for Debenture Bonds as per statement, . . . . . \$40,000.00

Trustees for Debentures, J. C. Stockwell, and H. W. Erving, Hartford, Conn.  
Amount of Outstanding Guaranteed Loans, \$196,577.50.  
When organized, February, 1886. Re-organized February, 1887. Under what  
State laws, Kansas.  
Principal place of business, Oberlin, Decatur Co., Kansas.  
Authorized Capital, \$100,000.  
Personal liability of Stockholders, \$137,500.

J. J. FOLTZ, President.

CHAS. H. TILDEN, Vice-President.

OTIS D. BENTON, Secretary.

DIRECTORS. — J. J. Foltz, Chas. H. Tilden, Otis D. Benton, Marshall Tilden,  
Irving E. Foltz.



## OMAHA LOAN AND TRUST COMPANY,

OMAHA, DOUGLAS COUNTY, NEBRASKA.

STATEMENT, SEPTEMBER 29, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens		Capital Stock paid in, .	\$300,000.00
on Real Estate, . . .	\$544,489.53	Undivided Profits, . . .	35,937.39
Loans secured by second		Premiums, . . .	309.13
liens on Real Estate, . .	105,022.30	Debenture Bonds Outstand-	
Loans on Collateral Security, .	42,437.40	ing, . . . . .	99,000.00
Loans on Personal Security, .	7,929.83	Interest paid by Borrowers	
Tax Sale Certificates, . . .	222.99	awaiting presentation of	
Stocks and Bonds, and		Coupons, . . . . .	11,423.65
Warrants, . . . . .	27,034.03	Loans paid but not remitted	
Real Estate, . . . . .	3,446.18	for, . . . . .	8,194.05
Foreclosure Account, . . .	10,886.91	Trust Deposits, . . . . .	40,875.00
Furniture and Fixtures, and		Certificates of Deposit bear-	
Stationery, . . . . .	1,500.00	ing Interest, . . . . .	144,537.63
Current Expenses, . . . .	2,688.88	Deposits awaiting Investment, .	31,000.00
Remittances for Interest		Other Deposits, . . . . .	168,049.55
matured within 60 days, . .	2,486.40		
Other Past-due Interest re-			
mitted for but not paid			
to us, . . . . .	3,665.05		
Past-due Loans remitted for			
but not paid to us, . . .	1,300.00		
Due from Branch Offices			
and Agents, . . . . .	2,427.15		
Due from Sundry Persons, . .	110.79		
Due from Banks and Bankers, .	73,010.63		
Due on uncompleted Loans, .	7,057.98		
Cash, . . . . .	3,610.35		
Total Assets, . . . . .	\$839,326.40	Total Liabilities, . . . . .	\$839,326.40

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
5 shares Omaha Savings Bank Stock, . . . \$	5,000.00	2,000.00	.....
Village of Ord R. R. Bonds, . . . . .	3,200.00	3,200.00	.....
O'Fallon Precinct Bridge Bonds, Lincoln Co.,			
Nebr., . . . . .	7,000.00	7,000.00	.....
School District No. 2, Clay County, Nebraska,			
Bonds, . . . . .	3,500.00	3,500.00	.....
School District No. 20, Cass County, Nebraska,			
Bonds, . . . . .	2,000.00	2,000.00	.....
School District No. 12, Frontier County, Nebr.,			
Bonds, . . . . .	1,500.00	1,500.00	.....
School District No. 1, Sheridan County, Nebr.,			
Bonds, . . . . .	2,000.00	2,000.00	.....
School District No. 70, Clay County, Nebr.,			
Bonds, . . . . .	3,000.00	3,000.00	.....

## OMAHA LOAN AND TRUST COMPANY. — CONTINUED.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6 per cent.,	1888,	1893,	1893,	\$50,000.00	\$50,000.00
B,	"	1888,	1893,	1893,	50,000.00	50,000.00
C,	"	1888,	1893,	1893,	50,000.00	50,000.00
Total,	.....	.....	.....	.....	\$150,000.00	\$150,000.00

Total amount of Debentures certified,	.	.	.	.	.	.	\$150,000.00
Less amount on hand and with Agents,	.	.	.	.	.	.	51,000.00
Total liability for Debenture Bonds as per statement,	.	.	.	.	.	.	\$99,000.00

Trustees for Debentures, Boston Safe Deposit and Trust Company, Boston, Mass.  
Amount of outstanding Guaranteed Loans, \$2,070,310.

When organized, May 1, 1885. Under what State laws, Nebraska.

Principal place of business, Omaha, Nebraska.

Authorized Capital, \$1,000,000.

Personal liability of Stockholders, \$1,000,000.

A. U. WYMAN, President.

THOS. L. KIMBALL, Vice-President.

W. B. MILLARD, Secretary and Treasurer.

DIRECTORS. — A. U. Wyman, E. W. Nash, J. J. Brown, J. H. Millard, Thos. L. Kimball, Geo. B. Lake, Guy C. Barton.

THE ORLANDO LOAN AND TRUST COMPANY,  
ORLANDO, ORANGE COUNTY, FLORIDA.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens		Capital Stock paid in, .	\$20,000.00
on Real Estate, . . .	\$22,200.00	Undivided Profits, . . .	322.75
Loans on Collateral Security, . . .	6,177.00	Bills Payable, . . . . .	3,881.80
Other Real Estate, . . . . .	323.21	Debenture Bonds outstanding, .	10,000.00
Premiums Paid, . . . . .	94.47	Due to Banks and Bankers, . .	11,947.61
Furniture and Fixtures, . . . .	1,950.32		
Current Expenses, . . . . .	1,270.33		
Cash, . . . . .	14,136.33		
Total, . . . . .	\$46,151.66	Total, . . . . .	\$46,151.66

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mort. loans.	Amount of Debentures.
A,	7 p. ct.,	1888,	1893,	1892,	\$20,000.00	\$20,000.00

Total amount of Debentures certified, . . . . . \$20,000.00  
Less amount on hand and with Agents, . . . . . 10,000.00

Total liability for Debenture Bonds as per statement, . . . . . \$10,000.00

Trustees for Debentures, American Loan and Trust Company, of New York.

When organized, April 10, 1888. Under what State laws, Florida.

Principal place of business, Orlando, Florida.

Authorized Capital, \$100,000.

Personal liability of Stockholders, \$80,000; for unpaid subscription to stock.

C. A. GRANNISS, President.

T. J. SHINE, 1st Vice-President.

J. B. PARRAMORE, 2d Vice President.

NAT POYNTZ, Treasurer.

J. M. RALEIGH, Secretary.

DIRECTORS. — C. A. Granniss, J. B. Parramore, E. F. Sperry, D. D. Porter, T. J. Shine, Nat Poyntz, N. D. Granniss, E. P. Hyer.



## THE PIONEER LOAN AND TRUST COMPANY,

DODGE CITY, FORD COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens		Capital Stock paid in, . .	\$32,810.00
on Real Estate, . . .	\$8,700.00	Undivided Profits, . . .	11,540.47
Loans secured by second liens		Premiums, . . . .	200.00
on Real Estate, . . .	16,558.82	Bills Payable, . . . .	5,000.00
Tax Sale Certificates, . .	699.24	Due Borrowers on Loans	
Real Estate, . . . .	3,200.00	made, . . . .	2,657.00
Furniture and Fixtures, . .	392.15	Other Deposits, . . . .	317.30
Current Expenses, . . .	3,220.46	Due to Branch Offices and	
Past-due Interest remitted for		Agents, . . . .	20.00
but not paid to us, . . .	2,432.98	Other Liabilities, . . . .	12.75
Due from Branch Offices and			
Agents, . . . .	13,293.75		
Due from Sundry Persons, .	117.00		
Due from Banks and Bankers, .	2,512.46		
Cash, . . . .	1,430.66		
Total, . . . .	52,557.52	Total, . . . .	\$52,557.52

Amount of outstanding Guaranteed Loans, \$244,825.

When organized, June 4, 1886. Under what State laws, Kansas.

Principal place of business, Dodge City, Ford County, Kansas.

Authorized Capital, \$100,000.

Personal liability of Stockholders, \$100,000.

R. J. HARDESTY, President.

R. W. EVANS, Treasurer.

J. H. FINLAY, Vice-President.

B. F. MILTON, Secretary.

## PROVIDENT TRUST COMPANY,

DES MOINES, POLK COUNTY, IOWA.

OMAHA, NEB.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$9,225.00	Capital Stock paid in, . . .	\$10,000.00
Loans secured by second liens on Real Estate, . . .	1,929.72	Undivided Profits, . . .	364.45
Furniture and Fixtures, . . .	513.15	Due Borrowers on Loans made, . . . . .	17,519.74
Remittances for Interest matured within 60 days, . . .	42.00	Other Deposits, . . . . .	75.92
Due from Sundry Persons, . . .	47.21	Due to Branch Offices and Agents, . . . . .	348.00
Due from Banks and Bankers, . . .	16,480.03		
Cash, . . . . .	71.00		
Total Assets, . . . . .	\$28,308.11	Total, . . . . .	\$28,308.11

Amount of outstanding Guaranteed Loans, none.

When organized, October 7, 1887. Under what State laws, Iowa.

Principal place of business, Omaha, Nebraska.

Authorized Capital, \$25,000.

Personal liability of Stockholders, none.

E. E. SAVAGE, President.

SIMON CASADY, Vice-President.

E. D. SAMSON, Secretary and Treasurer.

DIRECTORS. — E. E. Savage, Simon Casady, E. D. Samson.

## THE SEDGWICK LOAN AND INVESTMENT COMPANY.

WICHITA, SEDGWICK COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . . .	\$34,020.89	Capital Stock paid in, . . . .	\$50,000.00
Loans secured by second liens on Real Estate, . . . .	12,782.50	Surplus Fund, . . . .	3,238.58
Loans on Collateral Security, . . . .	21,059.27	Undivided Profits, . . . .	9,388.57
Furniture and Fixtures, . . . .	444.40	Interest paid by Borrowers, awaiting presentation of Coupon, . . . .	107.25
Current Expenses, . . . .	3,099.11	Due Borrowers on Loans made, . . . .	2,872.83
		Due to Banks and Bankers, . . . .	4,130.10
		Interest on B. R., . . . .	1,302.30
		Exchange Account, . . . .	5.50
		Accrued Interest, . . . .	361.04
Total, . . . .	\$71,406.17	Total, . . . .	\$71,406.17

Amount of outstanding Guaranteed Loans, \$73,350 (conditional).  
 When organized, April 24, 1887. Under what State laws, Kansas.  
 Principal place of business, Wichita, Kansas.  
 Authorized Capital, \$100,000.  
 Personal liability of Stockholders, \$150,000.

RODOLPH HATFIELD, President.  
 R. E. LAWRENCE, Treasurer.

LAFAYETTE SIMPSON, Vice-President.  
 G. A. HATFIELD, Secretary.

DIRECTORS. — R. E. Lawrence, Lafayette Simpson, G. A. Hatfield, A. I. Hobbs, J. C. Bentley, O. Martinson, Rodolph Hatfield, John L. Dodge, Wm. A. Smith.



## THE SHOWALTER MORTGAGE COMPANY,

WELLINGTON, SUMNER COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$269,598.64	Capital Stock paid in, . .	\$200,000.00
Loans secured by second liens on Real Estate, . .	113,429.64	Surplus Fund, . . . .	5,000.00
Tax Sale Certificates, . .	12,062.99	Undivided Profits, . . .	19,763.93
Foreclosure Account, . . .	220.53	Bills Payable, . . . .	94,000.00
Furniture and Fixtures, . .	2,223.00	Debenture bonds outstanding, . . . .	67,900.00
Remittances for Interest matured within 60 days, . .	17,984.99	Loans paid, but not remitted for, . . . .	21,138.03
Other Past-due Interest remitted for but not paid to us, . . . .	50,943.99	Due Borrowers on Loans made, . . . .	26,736.69
Past-due Loans remitted for, but not paid to us, . . .	9,880.00	Deposits awaiting Investment, . . . .	1,590.51
Due from Branch Offices, . .	21,255.47	Other Deposits, . . . .	18,033.05
Due from Sundry Persons, . .	1,486.59	Due to Banks and Bankers, . .	46,466.47
Due on uncompleted Loans, . .	1,542.84		
Total, . . . . .	\$500,628.68	Total, . . . . .	\$500,628.68

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
B,	6 per cent.,	1887,	1892,	\$82,168.00	\$78,000.00

Total amount of Debentures certified, . . . . .	\$78,000.00
Less amount on hand and with Agents, . . . . .	10,100.00
Total liability for Debenture Bonds as per statement, . . . . .	\$67,900.00

Trustees for Debentures, Boston Safe Deposit and Trust Company.

Amount of outstanding Guaranteed Loans, \$2,560,530.

When organized, July 24, 1883. Under what State laws, Kansas.

Principal place of business, Wellington, Kansas.

Authorized Capital, \$300,000.

Personal liability of Stockholders, \$200,000.

A. P. MARTIN, President.

CHAS. E. FLANDRO, Sec. and Treas.

O. M. DYE, 1st Vice-President.

F. J. STEVENS, Asst. Treas.

A. A. BURRAGE, 2d Vice-President.

W. H. BLOOD, Asst. Secretary.

DIRECTORS. — Augustus P. Martin, Alvah A. Burrage, Wm. H. Blood, Oliver L. Briggs, Edmund F. Leland, Moses W. Richardson, Geo. H. Campbell, Chas. H. Bond, Otis M. Dye, Chas. E. Flandro, James W. Hamilton.

## THE S. L. DAVIDSON MORTGAGE COMPANY,

WICHITA, SEDGWICK COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$66,850.00 Loans secured by second liens on Real Estate, . . . 57,014.00 Loans on Personal Security, . . . 1,000.00 Tax Sale Certificates, . . . 2,079.16 Other Real Estate, . . . 2,052.93 Furniture and Fixtures, . . . 451.15 Current Expenses, . . . 2,899.36 Remittances for Interest ma- tured within 60 days, . . . 2,248.05 Other Past-due Interest re- mitted for but not paid to us, . . . 15,047.13 Past-due Interest on loans owned by us, . . . 190.75 Due from Sundry Persons, . . . 598.57 Due from Banks and Bankers, . . . 3,156.74 Cash, . . . 3,983.66 Total, . . . \$157,576.50	Capital Stock paid in, . . \$100,000.00 Surplus Fund, . . . 16,000.00 Undivided Profits, . . . 7,256.47 Bills Payable, . . . 11,500.00 Interest paid by Borrowers, awaiting presentation of Coupon, . . . 1,113.55 Due Borrowers on Loans made, . . . 8,627.05 Certificates of Deposit bear- ing Interest, . . . 3,000.00 Deposits awaiting Invest- ment, . . . 8,239.42 Other Deposits, . . . 1,840.01 Total, . . . \$157,576.50

Amount of outstanding Guaranteed Loans, \$78,530.00; \$23,980, short time paper  
 When organized, June 1, 1887. Under what State laws, Kansas.  
 Principal place of business, Wichita, Kansas.  
 Authorized Capital, \$500,000.  
 Personal liability of Stockholders, \$100,000.

S. L. DAVIDSON, President.

C. L. DAVIDSON, Secretary.

A. S. APGAR, Vice-President.

L. C. MILLER, Actuary.

DIRECTORS. — John C. Derst, A. Woolson, S. D. Winslow.

**THE SMITH BROTHERS LOAN AND TRUST COMPANY,  
BEATRICE, GAGE COUNTY, NEBRASKA.**

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$204,381.33	Capital Stock paid in, . . .	\$100,000.00
Loans secured by second liens on Real Estate, . . .	128,890.71	Surplus Fund, . . .	10,000.00
Loans on Personal Security, . . .	2,745.34	Undivided Profits, . . .	690.63
Tax Sale Certificates, . . .	441.27	Bills Payable, . . .	27,000.00
Real Estate, . . .	3,799.43	Debenture Bonds, outstanding, . . .	133,400.00
Foreclosure Account, . . .	292.17	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	244.00
Remittances for Interest matured within 60 days, . . .	1,706.75	Loans paid, but not remitted for, . . .	5,600.00
Other Past-due Interest remitted for but not paid to us, . . .	2,160.25	Deposits awaiting Investment, . . .	46,060.37
Past-due Loans remitted for, but not paid to us, . . .	1,400.00	Other Deposits, . . .	38,785.63
Due from Branch Offices and Agents, . . .	5,100.00	Deb. Bond Coupon Acct., . . .	1,795.83
Due from Sundry Persons, . . .	1,893.77		
Due from Banks and Bankers, . . .	9,897.82		
Due on uncompleted Loans, . . .	867.62		
Total, . . . . .	\$363,576.46	Total, . . . . .	\$363,576.46

STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	YEAR WHEN			SECURED BY PLEDGE OF		AMOUNT OF	
		Dated.	Due.	Redeemable.	1st Mortgage Loans.	2d Mortgage Loans.	Security.	Debentures.
A,	6 p. c.,	1886,	1891,	.....	10,000.00	.....	\$10,000.00	\$10,000.00
B,	"	1886,	1891,	.....	10,000.00	.....	10,000.00	10,000.00
C,	"	1886,	1891,	.....	1,100.00	.....	1,100.00	1,000.00
D,	"	1886,	1891,	.....	4,400.00	.....	4,400.00	4,000.00
E & F,	"	1886,	1891,	.....	5,500.00	.....	5,500.00	5,000.00
G,	"	1886,	1891,	.....	5,500.00	.....	5,500.00	5,000.00
H,	"	1886,	1891,	.....	5,500.00	.....	5,500.00	5,000.00
I,	"	1887,	1892,	.....	25,000.00	.....	25,000.00	25,000.00
J,	"	1887,	1892,	.....	10,000.00	.....	10,000.00	10,000.00
K,	"	1887,	1892,	.....	15,000.00	.....	15,000.00	15,000.00
L,	"	1887,	1897,	.....	35,000.00	.....	35,000.00	35,000.00
M,	"	1888,	1898,	1893,	25,000.00	.....	25,000.00	25,000.00
1,	"	1887,	1889,	1892,	.....	\$60,000.00	60,000.00	40,000.00
Total,	.....	.....	.....	.....	152,000.00	\$60,000.00	\$212,000.00	\$190,000.00



## SMITH BROTHERS LOAN AND TRUST COMPANY.—CONT'D.

Total amount of Debentures certified,	. . . . .	\$190,000.00
Less amount on hand and with Agents,	. . . . .	56,600.00
Total liability for Debenture Bonds as per statement,	. . . . .	<u>\$133,400.00</u>

Trustees for Debentures A and B, Jas. W. Thompson, Cambridge, N. Y. C, D, E, F, G, and H, R. H. Rowan, South Norwalk, Ct. I, J, and K, A. B. Mygatt, New Milford, Ct. L, A. S. Paddock. M, Marsh, Merwin & Lemon, Bridgeport, Ct. Series 1, S. C. Smith, Beatrice, Neb.

Amount of outstanding Guaranteed Loans, \$138,600.

When organized, Aug. 16, 1883. Under what State laws, Nebraska.

Principal place of business, Beatrice, Neb.

Authorized Capital, \$100,000.

Personal liability of Stockholders, \$100,000.

J. E. SMITH, President.

S. C. SMITH, Vice-President.

W. D. Cox, Treasurer.

E. H. AMBLER, Secretary.

DIRECTORS.—J. E. Smith, S. C. Smith, W. D. Cox, E. H. Ambler.

## THE STATE BANK OF OSBORNE,

OSBORNE, OSBORNE COUNTY, KANSAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens		Capital Stock paid in, .	\$75,000.00
on Real Estate, . . . .	\$6,350.00	Surplus Fund, . . . .	500.00
Loans on Collateral Security,	49,899.58	Undivided Profits, . . . .	1,500.04
Loans on Personal Security,	5,000.00	Certificates of Deposit bear-	
Tax Sale Certificates, . . .	180.80	ing interest, . . . .	870.23
Other Real Estate, . . . .	745.00	Other Deposits, . . . .	7,719.16
Foreclosure Account, . . . .	85.00		
Furniture and Fixtures, . . .	2,966.96		
Current Expenses, . . . .	345.76		
Remittances for Interest			
matured within 60 days,	238.00		
Due from Sundry Persons,	306.47		
Due from Banks and Bankers,	14,443.39		
Cash, . . . . .	5,028.47		
Total, . . . . .	\$85,589.43	Total, . . . . .	\$85,589.43

Amount of outstanding Guaranteed Loans, \$37,425.

When organized, March 17, 1887. Under what State laws, Kansas.

Principal place of business, Osborne, Kansas.

Authorized Capital, \$75,000.

Personal liability of Stockholders, \$75,000.

R. R. HAYS, President.

CHARLES E. CARTER, Cashier.

TRUMAN CARTER, Vice-President.

J. J. HAYS, Assistant Cashier.

DIRECTORS. — Orville Armstrong, J. D. Edmond, R. R. Hays, Truman Carter, Charles E. Carter.

## SUFFOLK TRUST AND INVESTMENT COMPANY.

BOSTON, SUFFOLK COUNTY, MASSACHUSETTS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$77,675.00	Capital Stock paid in, . .	\$100,000.00
Loans secured by second liens on Real Estate, . .	3,322.05	Undivided Profits, . . .	17,893.20
Loans on Collateral Security, .	29,750.00	Dividends Unpaid, . . .	42.00
Loans on Personal Security, .	8,500.00	Interest paid by Borrowers, awaiting presentation of	
Tax Sale Certificates, . . .	13.53	Coupons, . . . . .	42.00
Furniture and Fixtures, . . .	3,000.00	Certificates of Deposits bear- ing Interest, . . . . .	13,210.35
Current Expenses, . . . . .	8,345.18	Other Deposits, . . . . .	47,299.77
Remittances for Interest ma- tured within 60 days, . . .	4,427.85	Due to Branch Offices and Agents, . . . . .	1,888.58
Other Past-due Interest remit- ted for but not paid to us, .	870.24		
Due from Branch Offices and Agents, . . . . .	460.99		
Due from Banks and Bankers, .	35,725.22		
Cash, . . . . .	8,285.84		
Total, . . . . .	\$180,375.90	Total, . . . . .	\$180,375.90

Amount of outstanding Guaranteed Loans, \$430,955.

When organized, May 20, 1887. Under what State laws, Massachusetts.

Principal place of business, Boston.

Authorized Capital, \$1,000,000.

Personal liability of Stockholders, \$100,000.

S. S. CAMPBELL, President.

W. A. McCRILLIS, Treasurer.

C. M. CAMPBELL, Secretary.

DIRECTORS. — S. S. Campbell, Whipple N. Potter, J. F. Chamberlin, W. A. McCrillis, C. M. Campbell.



## TEXAS LOAN AGENCY,

CORSICANA, NAVARRO COUNTY, TEXAS.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$845,261.91	Capital Stock paid in, . .	\$300,000.00
Loans secured by second liens on Real Estate, . .	31,344.83	Surplus Fund, . . . .	67,297.32
Loans on Collateral Security, . .	16,774.65	Undivided Profits, . . .	4,596.85
Loans on Personal Security, . .	235.14	Bills Payable, . . . .	1,440.00
Tax Sale Certificates, . . .	72.09	Debenture Bonds outstanding, . . . .	1,075,896.01
Stocks and Bonds, . . . .	16,421.62	Interest paid by Borrowers, awaiting presentation of Coupons, . . . .	2,691.05
Office Building, . . . .	7,797.87	Loans paid, but not remitted for, . . . .	12,379.20
Other Real Estate, . . . .	125,974.19	Certificates of Deposits bearing Interest, . . . .	8,243.50
Foreclosure Account, cost of Real Estate by Foreclosure, . . . .	18,624.08	Deposits awaiting Investment, . . . .	38,322.08
Furniture and Fixtures, . . .	498.75	Other Deposits, . . . .	22,346.09
Current Expenses, . . . .	5,465.06	Assumed Loans and Notes, Unpresented Coupons and Accrued Interest, . . .	84,456.80
Remittances for Interest matured within 60 days, . . .	1,427.62	Advance payments on Notes, . . . .	1,842.70
Other Past-due Interest remitted for, but not paid to us, . . . .	8,071.05		
Past-due Interest on loans owned by us, . . . .	7,729.82		
Past-due Loans remitted for, but not paid to us, . . .	11,958.96		
Due from Sundry Persons, . . .	931.00		
Due from Banks and Bankers, . .	64,486.67		
Cash, . . . .	492.29		
Abstracts of Land Titles, . . .	10,000.00		
Rent Contracts, . . . .	2,000.00		
Land Notes, Vendor's Liens, . .	449,528.75		
Loans on Chattel Mortgages, . .	1,466.35		
Total, . . . .	\$1,626,562.70	Total, . . . .	\$1,626,562.70

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
City National Bank of Corsicana, . . . . \$	15,000.00	15,000.00	15,000.00
Texas Loan Agency, . . . . .	.....	1,121.62	1,121.62
Navarro Fair Association, . . . . .	500.00	300.00	300.00

## TEXAS LOAN AGENCY. — CONTINUED.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Secured by pledge of 1st Mortgage loans and 1st Lien Land Notes.	Secured by pledge of Real Estate	Amount of Security.	Amount of Debentures.
A,	8 p. ct.,	1886,	1889-91,	\$24,565.50	.....	\$24,565.50	\$17,058.25
B,	"	1886,	1889-91,	36,409.30	.....	36,409.30	30,747.85
C,	"	1886,	1889-91,	42,679.76	.....	42,679.76	36,385.30
D,	"	1886,	1889-91,	48,895.80	.....	48,895.80	45,948.59
E,	"	1886,	1889-91,	47,163.30	.....	47,163.30	44,100.20
F,	"	1886,	1889-91,	39,016.55	.....	39,016.55	36,979.35
G,	"	1886,	1888-92,	48,735.16	.....	48,735.16	39,157.48
H,	"	1886,	1888-92,	45,514.00	.....	45,514.00	41,885.23
I,	"	1887,	1889-92,	46,959.97	.....	46,959.97	43,028.54
J,	"	1887,	1889-92,	41,171.77	.....	41,171.77	35,684.30
K,	"	1887,	1889-92,	51,154.60	.....	51,154.60	47,950.93
L,	"	1887,	1892,	45,942.13	.....	45,942.13	40,000.00
M,	"	1887,	1890-92,	52,765.10	.....	52,765.10	49,997.55
N,	8 & 7	1887,	1892,	35,412.50	.....	35,412.50	31,700.00
O,	"	1887,	1888-92,	51,063.54	.....	51,063.54	47,919.35
P,	7	1887,	1888-92,	54,513.20	.....	54,513.20	49,485.43
Q,	"	1887,	1888-92,	67,204.03	.....	67,204.03	49,962.12
R,	"	1887-8,	1888-92,	48,055.55	\$18,846.00	66,901.55	49,856.20
S,	"	1888,	1889-93,	52,488.34	.....	52,488.34	47,491.54
T,	"	1888,	1889-93,	53,120.12	.....	53,120.12	49,980.80
U,	"	1888,	1889-93,	53,774.63	.....	53,774.63	49,274.00
V,	"	1888,	1889-93,	52,637.40	.....	52,637.40	49,953.00
W,	"	1888,	1883-93,	4,922.37	.....	4,922.37	4,450.00
1,	"	1887,	1892,	50,650.00	.....	50,650.00	48,000.00
2,	"	1887-8,	1892,	29,600.00	.....	29,600.00	28,100.00
3,	"	1888,	1893,	52,500.00	.....	52,500.00	50,000.00
4,	"	1888,	1893,	26,000.00	.....	26,000.00	23,400.00
Total,	.....	.....	.....	\$1,197,914.62	\$18,846.00	\$1,216,760.62	\$1,088,496.01

Total amount of Debentures certified, . . . . . \$1,088,496.01  
Less amount on hand and with Agents, . . . . . 12,600.00

Total liability for Debenture Bonds as per statement, . . . . . \$1,075,896.01

Trustees for Debentures, Series A to W inclusive, R. S. Neblett, S. H. Kerr, and J. J. McClellan.

Series 1, 2, 3, 4, inclusive, Atlantic Trust Company, New York City.

Amount of outstanding Guaranteed Loans, \$1,059,493.81.

When organized, December 11, 1884. Under what State laws, Texas.

Principal place of business, Corsicana, Navarro County, Texas.

Authorized Capital, \$400,000.

Personal liability of Stockholders, none.

W. R. BRIGHT, President.

R. O. ELLIOTT, Secretary and Treasurer.

H. G. DAMON, Vice-President.

J. H. WOODS, Assistant Secretary.

DIRECTORS. — Abram S. Underhill, L. Atwood, F. M. Thompson, R. C. Owen, C. B. Bigelow, A. M. Wardwell, H. G. Damon, W. R. Bright, R. E. Prince, S. D. Curtis, R. O. Elliott

## VERMONT LOAN AND TRUST COMPANY,

GRAND FORKS, GRAND FORKS COUNTY, DAKOTA TERRITORY.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . . . .	\$114,510.25	Capital Stock paid in, . . .	\$103,900.00
Loans secured by second liens on Real Estate, . . . . .	4,156.41	Surplus Fund, . . . . .	5,000.00
Earned Commission on De- benture Loans, . . . . .	513.50	Debenture Bonds outstand- ing, . . . . .	46,400.00
Loans on Collater'l Security, }	19,223.75	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	331.70
Loans on Personal Security, }		Deposits awaiting Investment, .	6,170.50
Tax Sale Certificates, . . . . .	4,826.03	Other Deposits, . . . . .	4,233.28
Office Building, . . . . .	8,000.00	Due to Branch Offices and Agents, . . . . .	6,895.50
Other Real Estate, . . . . .	11,967.52	Due to Banks and Bankers, . .	3,360.89
Foreclosure Account, . . . . .	802.56		
Furniture and Fixtures, Field Notes, Maps, . . . . .	3,559.06		
Past-due Interest remitted for but not paid to us, . . . . .	5,199.90		
Due from Branch Offices and Agents, . . . . .	457.50		
Due from Sundry Persons, . . . . .	2,884.93		
Due from Banks and Bankers, . . . . .	155.93		
Cash, . . . . .	34.53		
Total Assets, . . . . .	\$176,291.87	Total Liabilities, . . . . .	\$176,291.87

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
A,	6½ p. ct.,	1888,	1898,	1893,	\$27,282.25	\$25,000.00
B,		1888,	1898,	1893,	27,135.00	25,000.00
Total,	.....	.....	.....	.....	\$54,417.25	\$50,000.00

Total amount of Debentures certified, . . . . .	\$50,000.00
Less amount on hand and with Agents, . . . . .	3,600.00
Total liability for Debenture Bonds as per statement, . . . . .	\$46,400.00

Trustees for Debentures, Geo. S. Dowley, Brattleboro, Vt., B. D. Harris, Brattleboro, Vt., C. J. Amidon, Hinsdale, N. H.



## VERMONT LOAN AND TRUST COMPANY. — CONTINUED.

Amount of outstanding Guaranteed Loans, \$200,000.

When organized, September, 1886. Under what State laws, Dakota.

Principal place of business, Grand Forks, Dakota.

Authorized Capital, \$250,000.

Personal liability of Stockholders, none.

H. MANN, JR., President.

H. L. WHITHED, Vice-President.

R. M. SHERMAN, Secretary.

F. W. WILDER, Treasurer.

DIRECTORS. — H. Mann, Jr., Geo. E. Holbrook, J. M. Tyler, Chas. B. Hopkins, A. E. Emery, S. S. Titus, H. L. Whithed, R. M. Sherman, F. W. Wilder.

WASHINGTON LOAN AND TRUST COMPANY,  
WALLA WALLA, WALLA WALLA COUNTY, WASHINGTON TERRITORY.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$51,263.90	Capital Stock paid in, . . .	\$50,000.00
Loans secured by second liens on Real Estate, . . .	20,300.06	Undivided Profits, . . .	14,821.26
Loans on Personal Security, . . .	1,185.45	Bills Payable, . . .	10,000.00
Tax Sale Certificates, . . .	118.58	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	853.33
Premiums Paid, . . .	66.85	Due Borrowers on Loans made, . . .	2,249.00
Furniture and Fixtures, . . .	888.58	Certificates of Deposit bearing Interest, . . .	2,909.29
Current Expenses, . . .	150.00	Deposits awaiting Investment, . . .	4,096.00
Remittances for Interest matured within 60 days, . . .	1,806.17	Other Deposits, . . .	226.45
Other Past-due Interest remitted for but not paid to us, . . .	1,618.24	Due to Branch Offices and Agents, . . .	3,013.59
Due from Branch Offices and Agents, . . .	6,239.85	Due to Banks and Bankers, . . .	12,000.00
Due from Sundry Persons, . . .	3,624.50		
Due from Banks and Bankers, . . .	11,814.44		
Due on uncompleted Loans, . . .	1,092.30		
Total Assets, . . .	\$100,168.92	Total Liabilities, . . .	\$100,168.92

Amount of outstanding Guaranteed Loans, \$21,500.00.

When organized, August 29, 1885. Under what State laws, Washington Territory.

Principal place of business, Walla Walla, Washington Territory.

Authorized Capital, \$200,000.00.

Personal liability of Stockholders, \$150,000.00.

THOMAS S. KRUTZ, President.

HARRY KRUTZ, Sec'y and Treas.

DIRECTORS. — Thomas S. Krutz, Harry Krutz, O. E. Williams.

## THE WESTERN LOAN AND TRUST COMPANY.

PIERRE, HUGHES COUNTY, DAKOTA TERRITORY.

EAST PIERRE, DAK.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$55,667.86	Capital Stock paid in, . . .	\$343,900.00
Loans secured by second liens on Real Estate, . . .	137,246.54	Guaranty Fund, . . .	20,000.00
Loans on Collateral Security, . . .	31,986.30	Undivided Profits, . . .	1,995.79
Tax Sale Certificates, . . .	7,186.98	Bills Payable, . . .	25.00
Stocks and Bonds, . . .	31,206.65	Debenture B'ds outstanding, . . .	73,300.00
Real Estate, . . .	48,436.64	Dividends Unpaid, . . .	57.70
Foreclosure Account, . . .	20,517.72	Interest paid by Borrowers, awaiting presentation of Coupons, . . .	816.87
Furniture and Fixtures, . . .	2,273.90	Loans paid, but not remitted for, . . .	1,262.51
Past-due Interest remitted for but not paid to us, . . .	31,897.49	Due Borrowers on Loans made, . . .	1,577.97
Due from Banks and Bankers, . . .	42,411.55		
Due on uncompleted Loans, . . .	40,550.80		
Hughes Co. Abstract Books, . . .	2,385.78		
County Warrants, . . .	475.78		
Bond Interest due us, . . .	891.95		
Total Assets, . . .	\$452,935.84	Total, . . .	\$452,935.84

## DESCRIPTION OF STOCK AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
Bakker School Township Bonds, . . . \$	500.00	490.00	525.00
Blessing " " " . . .	400.00	392.60	420.00
Sangamon " " " . . .	500.00	490.25	525.00
Eden Valley " " " . . .	700.00	693.35	735.00
Greenville " " " . . .	1,000.00	980.00	1,050.00
Pierre Water Bonds, . . .	23,000.00	20,700.00	23,000.00
Spring Valley School Township Bonds, . . .	300.00	300.00	315.00
Bramhall " " " . . .	100.00	95.00	105.00
Dist. No. 42 (Lawrence Co.) " . . .	700.00	686.00	735.00
City of White Lake " . . .	3,800.00	3,541.60	3,990.00
Spring Creek School Township " . . .	800.00	808.00	840.00
Lone Tree " " " . . .	1,400.00	1,329.85	1,470.00
St. Lawrence Water " . . .	500.00	500.00	525.00



## WESTERN LOAN AND TRUST COMPANY — CONTINUED.

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeem- able.	Secured by pledge of 1st Mortgage Loans.	Secured by pledge of 2d Mortgage Loans.	Amount of Security.	Amount of Debentures.
A,	7 & 8	1887,	1889,	1892,	.....	\$ 62,517.26	\$ 62,517.26	\$ 50,000.00
B,	" "	1888,	1890,	1893,	.....	31,250.00	31,250.00	25,000.00
1,	6	1888,	1890,	1893,	\$20,000	.....	20,000.00	20,000.00
Total,	.....	.....	.....	.....	\$20,000	\$ 93,767.26	\$113,767.26	\$95,000.00

Total amount of Debentures certified, . . . . . \$95,000.00  
Less amount on hand and with Agents, . . . . . 21,700.00

Total liability for Debenture Bonds as per statement, . . . . . \$73,300.00

Trustees for Debentures, Series A, Knickerbocker Trust Company, New York, N. Y.  
Series B and 1, Atlantic " " " "

Amount of outstanding Guaranteed Loans, \$1,656.396.

When organized, Sept 1, 1884. Under what State laws, Dakota Territory.

Principal place of business, Pierre, Dakota.

Authorized Capital, \$1,000,000.00.

Personal liability of Stockholders, none.

W. W. McDONALD, President.

JOHN J. KLEINER, Vice-President.

W. I. HULETT, Sec. and Auditor.

H. M. McDONALD, Treasurer.

DIRECTORS. — H. M. McDonald, W. W. McDonald, W. I. Hulett, J. J. Kleiner,  
C. I. Crawford, R. H. Proudfoot, John Pearce, C. G. Kidder, R. P. Clapp.

## WHIPPLE INVESTMENT AND TRUST COMPANY,

CITY OF KANSAS, JACKSON COUNTY, MISSOURI.

KANSAS CITY, MO.

STATEMENT, OCTOBER 1, 1888.

ASSETS.		LIABILITIES.	
Loans secured by first liens on Real Estate, . . .	\$85,879.00	Capital Stock paid in, . .	\$105,900.00
Loans secured by second liens on Real Estate, . .	8,945.95	Undivided Profits . . .	7,410.65
Loans on Collateral Security, . .	32,548.61	Interest paid by Borrowers, awaiting presentation of Coupons, . . . . .	182.50
Loans on Personal Security, . .	617.00	Loans paid, but not remitted for, . . . . .	500.00
Stocks and Bonds, . . . . .	1,000.00	Due Borrowers on Loans made, . . . . .	5,129.30
Premiums Paid, . . . . .	50.00	Certificates of Deposit bearing interest, . . . . .	800.00
Furniture and Fixtures, . . . .	1,527.33	Deposits awaiting Investment, . .	6,769.39
Current Expenses, . . . . .	2,821.29	Other Deposits, . . . . .	18,418.78
Remittances for Interest matured within 60 days, . .	616.25		
Other Past-due Interest remitted for, but not paid to us, . . . . .	639.50		
Past-due Loans remitted for, but not paid to us, . . .	200.00		
Due from Sundry Persons, . . . .	1,011.26		
Due from Banks and Bankers, . .	8,010.32		
Cash, . . . . .	1,244.11		
Total, . . . . .	\$145,110.62	Total, . . . . .	\$145,110.62

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
10 shares Union National Bank of Kansas City, Mo., . . . . . \$	1,000.00	1,000.00	1,160.00

Amount of outstanding Guaranteed Loans, \$288,325.00.

When organized, July, 1885. Under what State laws, Missouri.

Principal place of business, Kansas City, Mo.

Authorized Capital, \$500,000.00. Subscribed Capital, \$125,000.00.

Personal liability of Stockholders, \$19,100.00, balance of unpaid subscribed stock.

A. A. WHIPPLE, President.

G. W. HOLLINGER, Secretary.

A. J. WHIPPLE, Vice-President.

B. T. WHIPPLE, Treasurer.

E. D. BIGELOW, 2d Vice-President.

DIRECTORS. — A. A. Whipple, A. J. Whipple, E. D. Bigelow, G. W. Hollinger, B. T. Whipple, Jas. M. Jones, F. A. Wood.

## WILSON AND TOMS INVESTMENT COMPANY.

ST. LOUIS, ST. LOUIS COUNTY, MISSOURI.

STATEMENT, OCTOBER 1, 1888.

ASSETS.	LIABILITIES.
Loans secured by first liens on Real Estate, . . . \$113,498.87	Capital Stock paid in, . . . \$250,000.00
Loans secured by second liens on Real Estate, . . . 125,702.58	Surplus Fund, . . . . . 20,000.00
Loans on Collateral Security, . . . 15,669.45	Undivided Profits, . . . . . 19,968.81
Loans on Personal Security, . . . 2,215.84	Bills Payable, . . . . . 92,700.00
Tax Sale Certificates, . . . . . 4,210.50	Debenture Bonds outstand- ing, . . . . . 26,300.00
Stocks and Bonds, . . . . . 10,000.00	Interest paid by Borrowers, awaiting presentation of Coupon, . . . . . 563.00
Office Building, . . . . . 2,585.02	Loans paid, but not remitted for, . . . . . 7,624.98
Other Real Estate, . . . . . 86,871.96	Due Borrowers on Loans made, . . . . . 9,401.75
Foreclosure Account, . . . . . 227.40	Certificates of Deposit bear- ing Interest, . . . . . 7,990.00
Premiums paid, . . . . . 30,000.00	Deposits awaiting Invest- ment, . . . . . 32,165.85
Furniture and Fixtures, . . . . . 1,263.20	Other Deposits, . . . . . 6,871.15
Current Expenses, . . . . . 13,795.40	Due to Branch Offices and Agents, . . . . . 300.35
Remittances for Interest ma- tured within 60 days, . . . . . 21,215.60	Due to Banks and Bankers, . . . . . 4,544.94
Other Past-due Interest re- mitted for but not paid to us, . . . . . 19,000.10	
Past-due Loans remitted for, but not paid to us, . . . . . 1,908.73	
Due from Branch Offices and Agents, . . . . . 3,834.08	
Due from Sundry Persons, . . . . . 16,646.99	
Due from Banks and Bankers, . . . . . 9,425.65	
Cash, . . . . . 359.45	
Total Assets, . . . . \$478,430.83	Total Liabilities, . . . . \$478,430.83

## DESCRIPTION OF STOCKS AND BONDS.

DESCRIPTION.	PAR VALUE.	BOOK VALUE.	MARKET VALUE.
200 Shares Stock in People's Bank of Pratt, Kansas, 50 per cent. paid in, . . . . .	\$20,000	\$10,000	\$10,000

## STATEMENT OF DEBENTURE BONDS CERTIFIED TO BY TRUSTEES.

Series.	Rate per Cent.	Year when Dated.	Year when Due.	Year when Redeemable.	Secured by pledge of 1st Mortgage loans.	Amount of Debentures.
..	6 per cent.,	1887,	1897,	1892,	\$32,800.00	\$32,800.00
Total,	.....	.....	.....	.....	\$32,800.00	\$32,800.00



## WILSON AND TOMS INVESTMENT COMPANY.—CONT'D.

Total amount of Debentures certified,	.	.	.	.	.	.	\$32,800.00
Less amount on hand and with Agents,	.	.	.	.	.	.	6,500.00
Total liability for Debenture Bonds as per statement,	.	.	.	.	.	.	<u>\$26,300.00</u>

Trustees for Debentures, Mercantile Trust Company of New York City.

Amount of outstanding Guaranteed Loans, \$212,825.

When organized, Sept. 4, 1886. Under what State laws, Missouri.

Principal place of business, St. Louis, Mo.

Authorized Capital, \$250,000.

Personal liability of Stockholders, none.

GEORGE W. TOMS, President.

L. M. HALL, Vice-President.

WM. F. LEONARD, Secretary and Treasurer.

DIRECTORS.—George W. Toms, L. M. Hall, Wm. F. Leonard, George W. Updike.



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L A W S

RELATING TO

BANKS, TRUST COMPANIES,

AND

SAVINGS BANKS.

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# LAWS.

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## TITLE I.

### CONSTRUCTION OF STATUTES.

#### CHAPTER I.

G. S. 1875, 553.  
Words and  
phrases gener-  
ally.

SECTION 1. In the construction of all statutes of this State words and phrases shall be construed according to the commonly approved usage of the language; and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly:

1884, ch. 110.  
Railroad Com-  
pany.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the General Assembly.

G. S. 1875, 553.  
Banks.

The term "banks" shall include all incorporated banks.

G. S. 1875, 553.  
Savings Banks.

The term "savings banks" shall include savings banks, societies for savings, and savings societies.

G. S. 1875, 553.  
Foreign Insur-  
ance Company.

The term "foreign insurance company" shall include any company, corporation, association, partnership, or individual, of any foreign government, doing fire insurance business in this State.

G. S. 1875, 553.  
Public Build-  
ings.

The term "public buildings" shall include a State-house, court-house, county-house, town-house, arsenal, magazine, prison, jail, work-house, poor-house, market, or other building belonging to this State, or to any county, town, city, or

borough in this State, and any church, chapel, meeting-house, or other building generally used for religious worship, and any college, academy, school-house, or other building generally used for literary instruction.

Words importing the singular number may extend and be applied to several persons or things; words importing the plural number may include the singular; words importing the masculine gender may be applied to females, and words purporting to give a joint authority to several persons shall be construed as giving authority to a majority of them. The word "month" shall mean a calendar month, and the word "year" a calendar year, unless otherwise expressed. The word "oath" shall include affirmations in cases where by law an affirmation may be used for an oath, and, in like cases, the word "sworn" shall include the word "affirm." The words "person" and "another" may extend and be applied to communities, companies, corporations, public or private, and associations; and the words "preceding," "following," and "succeeding," when used by way of reference to any section or sections, shall mean the section or sections next preceding, next following, or next succeeding, unless some other section is expressly designated in such reference.

G. S. 1875. 551.  
Number; gender; joint authority; "month"; "year"; "oath"; "person" and "another"; "preceding," "following," and "succeeding"; "sworn."

When a statute repealing another is afterwards repealed, the first statute shall not be revived without express words to that effect.

1881, ch. 1.  
Repeal of statute; effect of.

The repeal of an act shall not affect any punishment, penalty, or forfeiture incurred before the repeal takes effect, or any suit, or prosecution, or proceeding pending at the time of the repeal, for an offense committed, or for the recovery of a penalty or forfeiture incurred under the act repealed.

1881, ch. 1.  
Punishments, penalties, pending suits, and prosecutions not affected by repeal.

The passage or repeal of an act shall not affect any action then pending.

1881, ch. 1.

[Extract from Chapter L.]

TRUST FUNDS HOW LOANED OR INVESTED.

SECTION 495. Trust funds, unless it is otherwise provided in the instrument creating the trust, may be loaned on the security of mortgages on unencumbered real estate in this State, double in value the amount loaned, or may be invested

1885, ch. 110, § 49.  
Trust funds, how loaned or invested.

in such mortgages or in the bonds or loans of this State, or of any town, city, or borough of this State, or in any bonds, stocks, or other securities which the savings banks in this State are or may be authorized by law to invest in, or may be deposited in savings banks incorporated by this State.

[Extract from Chapter XCIX.]

#### UNLAWFUL WASTE ON MORTGAGED PREMISES.

1879, ch. 57.  
Unlawful waste  
on mortgaged  
premises.

SECTION 1445. Every person claiming the right of possession, whether as mortgagor or otherwise, to any land subject to any mortgage duly executed and recorded, who shall, while such mortgage is unreleased of record, impair the value of the premises subject to such mortgage by removing, destroying, or injuring any building or fixture on the land so mortgaged, or by cutting wood not necessary for firewood to be used on said land by the family of the mortgagor, or by any other means, without the consent in writing of whoever appears of record to be the owner of, or interested in such mortgage, and with intent to defraud any owner or person interested in such mortgage, or with intent to lessen the value of the property subject to such mortgage, to the injury of any person owning or interested in such mortgage, shall be fined not more than one hundred dollars, or imprisoned not more than three months, or both.

#### EMBEZZLEMENT.

1878, ch. 49. •  
Embezzlement  
by public  
officer, execu-  
tor, etc.

SECTION 1579. Every officer or agent of any public, municipal, or private corporation, every executor, administrator, guardian, conservator, or any trustee under a testamentary or any express trust, who shall wrongfully appropriate and convert to his own use the money, funds, or property of such corporation, estate, ward, trust, or other person, shall be fined not more than ten thousand dollars, or imprisoned not more than ten years, or both.

1880, ch. 78.  
Embezzlement  
by officer or  
agent of private  
corporation or  
individual.  
34 Conn., 281.

SEC. 1580. Every officer or agent of any private corporation of this State, or of any common carrier, or any agent of any business house or private individual, who shall take, purloin, secrete, or in any way appropriate to his own use, or



to the use of others, any of the goods, moneys, or choses in action, in the care or custody of, belonging to, or deposited with, such corporation, carrier, house, or individual, with intent to defraud another; or who shall, with like intent, make any false entries upon any of their books, or shall keep false books or entries of and concerning their business and affairs, with like intent, shall be imprisoned not more than ten years.

## TITLE XXIV.

### BANKS, SAVINGS BANKS, TRUST AND INVESTMENT COMPANIES.

- CHAPTER CVIII. State Banks and Trust Companies.  
 CHAPTER CIX. National Banking Associations.  
 CHAPTER CX. Savings Banks.  
 CHAPTER CXI. Bank Commissioners.  
 CHAPTER CXII. Receivers of Banks, Savings Banks, and Trust Companies.  
 CHAPTER CXIII. Investment Companies.

#### CHAPTER CVIII.

##### STATE BANKS AND TRUST COMPANIES.

###### SECTION

1761. Banks organized under act of 1852.  
 1762. Must keep specie, bullion, bonds, etc., to a certain amount.  
 1763. Dividends.  
 1764. Limit of liabilities of any one party.  
 1765. Paper that banks may not discount.  
 1766. Loans and discounts to non-residents.  
 1767. Counterfeit or altered bank bills.  
 1768. When bill is stamped "counterfeit" by mistake.  
 1769. False and counterfeit coin.  
 1770. Subscriptions by State, etc., to stock of banks.  
 1771. School Fund Commissioner may examine the bank's books.  
 1772. Stockholders may examine books, etc., when.  
 1773. Non-transferable stock not to be voted on.  
 1774. Power of attorney, when necessary.

###### SECTION

1775. President and cashier restricted in voting.  
 1776. Who to vote on stock of the State and school fund.  
 1777. Who may be directors.  
 1778. Limit of director's liability.  
 1779. Director not to endorse paper for compensation.  
 1780. Question of making dividend to be taken by yeas and nays.  
 1781. Reduction of capital.  
 1782. State entitled to one or two directors, when.  
 1783. Resignation of State directors.  
 1784. Cashiers of banks and treasurers of trust companies to give bonds.  
 1785. Cashier's neglect to give bonds.  
 1786. Publication of unclaimed dividends.  
 1787. Quarterly statements to the Bank Commissioners.  
 1788. Other statements to the Bank Commissioners.

G. S. 1875, 283.  
Banks organized under Act of 1852.

SECTION 1761. All banks organized under the Act of 1852, entitled "An Act to authorize the Business of Banking," shall retain and enjoy all the rights and privileges conferred, and be subject to all the restrictions imposed by said Act, and the several Acts in addition thereto; and all said Acts shall remain in force as Private Acts for the government of said institutions only, and shall be subject to alteration, amendment, or repeal at all times by the General Assembly.

G. S. 1875, 283.  
Must keep specie, bullion, bonds, etc., to a certain amount.

SEC. 1762. Every bank and trust company shall always keep in its banking office gold and silver coin, bullion, bonds, legal tender notes of the United States, or national bank currency, to an amount not less than one-tenth of all its liabilities, except its capital stock, but the bonds of the United States so included in said reserve fund shall never exceed one-twentieth of said liabilities.

G. S. 1875, 283.  
Dividends.  
26 Conn., 144

SEC. 1763. No trust company or banking corporation shall declare any dividend except from its net earnings after deducting all losses, overdrafts, and obligations, suspended or overdue; nor make any loan or discount on a pledge of its own stock; nor establish any branch office, or agency thereof, or employ any agent or person to make loans or discounts at any other place than the banking house.

G. S. 1875, 284.  
Limit of liability of any one party.

SEC. 1764. No bank or trust company shall give credit to any party, who shall thereby become liable to it for more than fifteen per cent. of its capital stock actually paid in. The provisions of such bank charters as limit the amount to be loaned to any one party to a sum not less than fifteen per cent. of the capital actually paid in are repealed; and every bank or trust company which shall violate the provisions of this section shall pay to the State not less than one thousand dollars.

G. S. 1875, 284.  
Paper that banks may not discount.

SEC. 1765. No bank shall discount any paper made, accepted, or indorsed by its cashier or any of its clerks, or by any partnership of which either is a member.

G. S. 1875, 284.  
Loans to non-residents.

SEC. 1766. When the loans and discounts of any bank to parties in this State shall, in the aggregate, amount to its capital stock, it may loan to parties out of this State any excess or surplus over the amount of its capital stock, and not otherwise.

SEC. 1767. The cashier or teller of any bank to which shall be presented a counterfeit or altered bank bill, or a paper purporting to be the bill of a bank which never existed, shall write or stamp upon all such counterfeit bills the word "counterfeit," and upon all such altered bills the word "altered," adding thereto the name of the bank and his initials.

G. S. 1875, 284.  
Counterfeit or  
altered bank  
bills.

SEC. 1768. Any bank, an officer of which by mistake so writes upon or stamps a good bill, shall pay to the holder its value on demand, and every bank shall include the amount of all counterfeit or altered bills, so stamped by its officers, in its returns to the Bank Commissioners.

G. S. 1875, 284.  
When bill is  
stamped coun-  
terfeit by mis-  
take.

SEC. 1769. When any false and counterfeit coin, made in imitation of any current gold and silver coin, shall be offered to the cashier of a bank, he shall seize it and deliver it to some justice of the peace, with the name of the person from whom it is taken; and if any officer shall fail to comply with the provisions of this section, he shall forfeit one hundred dollars to the State.

G. S. 1875, 284.  
False and coun-  
terfeit coin.

SEC. 1770. The State, and every college, ecclesiastical society, school corporation, and charitable corporation in this State, may subscribe at par to the stock of any bank, in addition to its authorized capital stock, to the extent, in the aggregate, of ten per cent. of such capital actually paid in; but no such corporation (other than the State) shall subscribe to the stock of any one bank to a greater amount than five thousand dollars; and all stock so subscribed shall not be transferable, and may be withdrawn at any time on giving twelve months' notice to the bank; but such subscription, if withdrawn, shall not entitle such subscriber to any portion of the surplus in excess of the capital of such bank existing at the time of such subscription.

G. S. 1875, 284.  
Subscriptions  
by State, etc.,  
to stock of  
banks.  
26 Conn., 60,  
269.

SEC. 1771. The Commissioner of the School Fund may at any time examine the books and accounts of any bank in which there is stock belonging to the School Fund; and the Treasurer shall have the same right, in case of stock in any bank owned by the State, and purchased from its general funds.

G. S. 1875, 284.  
School Fund  
Commissioner  
may examine  
bank's books.

SEC. 1772. The stockholders of any bank, at the annual meeting, or at any special meeting, which any five stockhold-

G. S. 1875, 285.  
Stockholder  
may examin  
books.



ers, owning not less in all than one hundred shares of stock, are authorized to call for that purpose, may examine the books, accounts, securities, and expenditures of the bank.

G. S. 1875, 285.  
Non-transferable stock not to be voted on.

SEC. 1773. No stock in any bank shall be voted on at any meeting of the stockholders, which is not transferable, or which has been transferred, hypothecated, or pledged to any bank, or to any person in trust for any bank; and when the number of shares to be held by any party is limited, no stock held in trust for such party shall be voted on, beyond what, with that standing in his name, shall equal the amount so limited; and any person who shall vote upon any shares of stock in any bank in violation of this section, shall be disqualified from holding any office in such bank for one year thereafter.

G. S. 1875, 285.  
Power of attorney when necessary.

SEC. 1774. No person shall vote at any meeting of the stockholders of any bank as the attorney of another, without a power of attorney; and when at any meeting the right of any person to vote on any stock is denied, he shall not be permitted to vote until he has lodged with the presiding officer of said meeting his affidavit, stating his interest in said stock, and also the character and amount of the interest, if any, owned by any other person therein.

G. S. 1875, 285.  
President and cashier restricted in voting.

SEC. 1775. No president or cashier of any bank shall vote in the election of directors upon any other stock than his own, nor request any stockholder to make to any person a power of attorney to vote upon his stock, and no person shall vote by virtue of a power so obtained.

G. S. 1875, 285.  
Who to vote upon stock of State or school fund.

SEC. 1776. The Commissioner of the School Fund may vote upon the transferable stock in any bank, which is appropriated for the use and benefit of the School Fund; and the Treasurer of the State may vote upon the transferable stock which belongs to the general or civil list funds of the State.

G. S. 1875, 285.  
Who may be directors.

SEC. 1777. No person not a resident of this State shall act as a director of any bank in this State, and no director of any bank in this State shall act as a director in any other bank.

G. S. 1875, 285.  
Limit of director's liability.

SEC. 1778. No director in any bank shall be obligated to such bank to an amount exceeding five per cent. of its capital actually paid in; and no bank shall permit its directors to become obligated to it, to an amount at any one time exceed-

ing in the whole the sum of twenty per cent. on its capital stock actually paid in. Any bank, which shall violate the provisions of this section, shall forfeit to the State not less than five hundred nor more than one thousand dollars.

SEC. 1779. If any director of any bank shall receive any compensation for indorsing any paper discounted by such bank, he shall forfeit to the State the full amount of such paper. G. S. 1875, 286. Directors not to indorse paper for compensation.

SEC. 1780. The directors of any bank or trust company, in making any dividend, shall take the question thereon by yeas and nays, which shall be recorded on its records; and no such bank or company shall declare any dividend, except from its earnings remaining after deducting all losses, all sums due for expenses, all overdue and unsecured debts, and an allowance for depreciation of securities and investments; and the directors voting for any dividend not in conformity with the provisions of this section shall be fined five hundred dollars, for which they shall be jointly and severally liable. G. S. 1875, 286. Question of making dividend to be taken by yeas and nays.

SEC. 1781. The directors of any bank, by vote of its stockholders, may, at any time when the General Assembly is not in session, reduce its capital stock to such sum and such number of shares as the Bank Commissioners may determine; who shall make return of such proceedings to the next General Assembly for approval, and if approved such reduction shall thereupon be valid. G. S. 1875, 286. Reduction of capital.

SEC. 1782. When the State shall own stock to the amount of five thousand dollars in any bank, it shall be entitled to one director therein; and when the stock so held by the State in any bank shall amount to twenty thousand dollars, it shall be entitled to two directors therein, who shall be biennially appointed by the General Assembly. G. S. 1875, 286. State entitled to one or two directors, when.

SEC. 1783. The Governor may accept the resignation of any bank director appointed on the part of the State; and in case of the resignation or inability of any State director to attend to his duties, may appoint some other person to supply his place until the next General Assembly. G. S. 1875, 286. Resignation of State directors.

SEC. 1784. The cashiers of banks and the treasurers of trust companies shall, severally, give bonds in the penal sum of not less than ten thousand dollars, with sufficient sureties for the faithful performance of the duties of their office, and 1880, ch. 32. Cashiers of banks and treasurers of trust companies to give bonds.



the bonds of such cashiers and treasurers shall forthwith be recorded at length in the books of said banks and trust companies respectively, and shall at all times be subject to the inspection of the Bank Commissioners. And it shall be the duty of the president of every bank and trust company to safely keep the original bond or bonds so required to be given.

G. S. 1875, 286.  
Cashier's neglect to give bonds.

SEC. 1785. If any cashier shall neglect to give the bond required by law for thirty days after his appointment, his office shall become vacant.

G. S. 1875, 286.  
Publication of unclaimed dividends.

SEC. 1786. The cashier of every bank shall annually prepare a written statement, containing the names of all its stockholders to whom, on the last Saturday of March, any dividend has remained due and unclaimed for one year, with the amount due to each; and shall publish the same three weeks immediately succeeding said date in some newspaper published in the county where such bank is located.

G. S. 1875, 286.  
Quarterly statement to Bank Commissioners.

SEC. 1787. The cashiers of all banks and the treasurers of all trust companies shall, on the first Mondays of January, April, July, and October, in each year, or within ten days thereafter, sign and deliver to the Bank Commissioners a particular statement of the condition of their respective institutions, exhibiting their resources and liabilities, and the daily average of specie and of specie funds during the three months last preceding, which statement shall be verified by oath, and published in a newspaper in the county where such bank or trust company is located.

G. S. 1875, 286.  
Other statements to Bank Commissioners.

SEC. 1788. The cashiers of banks, and the treasurers of trust companies chartered by this State, on or before the first day of April in each year, and oftener if required by the Bank Commissioners, shall transmit to them a sworn statement of the condition of their respective institutions, making a balance-sheet showing, among other things, the amount invested in real estate, the locality thereof, and its cash value; the amount invested in stocks or bonds, with the number of shares of said stock and the par value thereof, the actual cost to the institution, the actual market value at the time of said return, the number and amount of such bonds and their description, and all other investments in personal property, specifying the value thereof and the original cost; also the amount of moneys held in trust and on deposit on the day of



the return, the average amount of loans for the year, and the actual amount of loans on the day of the return, and the security held therefor.

## CHAPTER CIX.

### NATIONAL BANKING ASSOCIATIONS.

#### SECTION

- 1789. Change of State bank to national banking association.
- 1790. When stockholders of State banks become shareholders in national banks.
- 1791. Executors, etc., may represent stock in their control.
- 1792. Rights of stockholders in State bank converted into a national bank.
- 1793. Where the State or a charitable corporation holds stock in the bank so converted.

#### SECTION

- 1794. Officers of a national bank converted from a State bank.
- 1795. National banks resuming their powers as State banks.
- 1796. Notice of intention of State bank to become a national bank.
- 1797. Notice of change of State bank to a national bank to be given to the Comptroller.
- 1798. State bank reorganized from a national bank retains its capital stock.

SEC. 1789. When two-thirds of the stockholders of any bank shall vote or agree to become a national banking association and such change shall be duly consummated, the corporate rights and existence of said bank shall not be deemed to be thereby terminated or altered; but the same shall be deemed suspended during the existence of said association, excepting that for three years next following such change, and until the termination of all suits by or against it, said bank may continue to exercise its corporate powers for the sole purpose of closing up its concerns, and prosecuting and defending said suits; and may at any time after the expiration of said three years convey its real estate to such association, if the same was included as a part of its assets at the time of the conversion of said bank.

G. S. 1875, 289.  
Change of State bank to national banking association.

SEC. 1790. When any bank has been or shall be converted into a national banking association, every stockholder who does not signify to such bank in writing his dissent thereto, within thirty days after notice in writing given him of such conversion, shall become a shareholder in said association to the amount of his stock in such bank; and said notice may be given by leaving the same with him or at his usual place of abode, or depositing it, properly addressed to him, postage paid, in the post-office at the place where said bank is located.

G. S. 1875, 289.  
When stockholders of State bank become shareholders in national banks.

G. S. 1875, 289.  
Executors, etc.,  
may represent  
stock in their  
control.

SEC. 1791. Executors, administrators, guardians, conservators, and trustees may represent the stock in their control in all matters touching the conversion of said bank into a national banking association, and subscribe to its capital stock.

G. S. 1875, 289.  
Rights of Stock-  
holders in State  
bank converted  
into a national  
bank.

SEC. 1792. Any stockholder in a bank, so converted into a national banking association, who shall not become a shareholder in said association, shall be entitled to receive from said bank the value of his stock, to be ascertained by an appraisal, made as the directors may prescribe; and if the value so fixed shall not be satisfactory to any stockholder, he may appeal to the Bank Commissioners, who shall make a re-appraisal which shall be final; and if said re-appraisal shall exceed the value fixed by the directors, the bank shall pay the expenses of said re-appraisal, otherwise the appellant shall pay them; and the value so ascertained shall be deemed to be a debt due to said stockholder from said association.

G. S. 1875, 290.  
Where the State  
or a charitable  
institution  
holds stock in  
the bank so  
converted.

SEC. 1793. Every bank which shall have been converted into a national banking association, in which at the time of its conversion this State or any charitable corporation held stock, which shall have refused to allow such stockholder to become a stockholder in said association, shall pay to it its ratable share of so much of the surplus of said bank as was accumulated during its ownership of said stock, the amount to be determined according to the provisions of the preceding section.

G. S. 1875, 290.  
Officers of a na-  
tional bank con-  
verted from a  
State bank.

SEC. 1794. The officers of any national banking association, converted from a State bank, who shall be in office when such association shall cease to exist, shall continue in office after it shall have resumed its powers as a State bank, until others shall be appointed in their stead.

G. S. 1875, 290.  
National banks  
resuming their  
power as State  
banks.

SEC. 1795. Every bank which shall resume its powers as a bank of this State, after having ceased to be a national banking association, shall forthwith deliver to the Bank Commissioners, and duly publish in a newspaper of the county in which such bank is located, such a particular and detailed statement, under oath, of its condition, as is required by section 1788.

G. S. 1875, 290.  
Notice of inten-  
tion of State

SEC. 1796. Notice of the intention of any bank to become a national banking association shall be given to all holders of



non-transferable stock, by sending a written notice to the bank to become a national bank. treasurer or institution holding the same, within ten days after such bank shall have made its said determination; and any such holder may, within thirty days after the receipt of said notice, elect in writing to continue to hold such stock as transferable stock, and to hold the same after the proposed change shall have been effected, as stock of said proposed national banking association; and thereupon such stock shall be deemed regular capital stock of said bank. If such holder does not make such election, he shall, at the expiration of said thirty days, be entitled to receive from said bank the par value of said stock, with interest from the date of the last dividend declared by said bank; and said amount shall be a debt due and payable to said owner or owners from said national banking association.

SEC. 1797. Any bank, which may organize as a national banking association, shall, within sixty days thereafter, notify the Comptroller thereof in writing; but no bank, by reason of its failure to give such notice, shall be deemed to have surrendered its charter. G S. 1875, 290. 1885, ch. 1. Notice to be given to the Comptroller.

SEC. 1798. Any State bank which has or may hereafter become a national banking association under the laws of the United States, and which while acting as such has increased or diminished its capital stock, may, upon its reorganization as a State bank, retain said increased or diminished capital as if its charter had originally authorized a capital of such amount. 1882, ch. 44. State bank re-organized from a national bank retains its capital stock.

## CHAPTER CX.

### SAVINGS BANKS.

#### SECTION

- 1799. Officers of saving banks.
- 1800. Deposits, how employed.
- 1801. Appraisal of real estate security.
- 1802. Loans and investments to be classed with real estate loans.
- 1803. Loans to manufacturing corporations or ecclesiastical societies.
- 1804. Loans on personal security.
- 1805. Security for obligations of one person or firm.
- 1806. Names of directors or trustees consenting to loans, to be recorded.
- 1807. Limit of deposit to be received from one person in a year.

#### SECTION

- 1808. Compensation to president.
- 1809. Officers not to be borrowers or sureties for borrowers, etc.
- 1810. Rate of interest on loans.
- 1811. Limit of amount in purchase or construction of buildings.
- 1812. Auditors and their duties.
- 1813. Dividends.
- 1814. Surplus.
- 1815. Discrimination in declaring dividends.
- 1816. Treasurers to give bonds, and every six years new bonds.
- 1817. Notice to corporators of meetings.

## SECTION

- 1818. Treasurer to make sworn statement to Comptroller annually.
- 1819. Penalty for not doing so.
- 1820. Treasurer to make sworn statements to Bank Commissioners.
- 1821. Removal of corporator.
- 1822. Vacancies in office, how filled.

## SECTION

- 1823. Penalty for violating law relating to savings banks, or assenting to such violation.
- 1824. Penalty for violating law relating to banks, savings banks, and trust companies.

G. S. 1875, 291.  
1875, ch. 97.  
Officers of sav-  
ings banks.

SEC. 1799. No more than three officers of any one savings bank shall be officers of any one bank of discount or circulation, or trust company; and no cashier of a bank of discount or circulation shall be treasurer of any savings bank having over five hundred thousand dollars deposits.

1880, ch. 51.  
1883, ch. 68.  
Deposits, how  
employed.

SEC. 1800. Savings banks may employ not exceeding half of their deposits in making loans on personal security, and in the purchase of the public stocks or bonds of the United States, of any of the New England States, of the States of New York, New Jersey, Pennsylvania, Ohio, Kentucky, Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Kansas, or Nebraska, or of the District of Columbia, in the authorized bonds of any incorporated city in the New England States, of the cities of New York, Brooklyn, Albany, Syracuse, Utica, Troy, Rochester, and Buffalo, in the State of New York, Philadelphia in the State of Pennsylvania, Detroit in the State of Michigan, Cleveland, Columbus, Dayton, and Cincinnati in the State of Ohio, Chicago in the State of Illinois, Milwaukee in the State of Wisconsin, and St. Louis in the State of Missouri, or of any town or borough of this State, or in the purchase of the authorized promissory notes of towns, cities, boroughs, and school districts of this State, or the stock of any bank in this State, New York city, or Boston, or the stock of any trust company in the city of Hartford or New Haven, and the first mortgage bonds of any railroad company located in any of the States aforesaid, which has paid dividends of not less than five per centum per annum regularly, on its entire capital stock for a period of not less than five years next previous to the purchase of such bonds, or the consolidated mortgage bonds of any railroad company incorporated by this State and authorized to issue such bonds to retire the entire bonded debt of said company, provided said company has paid dividends as aforesaid; and all other loans shall be secured by mortgage of unincumbered real



estate in this State worth double the amount of the loan secured thereon; provided that the Stafford savings bank of the town of Stafford, and the Stonington savings bank of the town of Stonington, may loan, the former on land located in the county of Hampden, in the State of Massachusetts, the latter on land in the county of Washington, in the State of Rhode Island.

SEC. 1801. When any loan is made by a savings bank upon real estate security the property constituting the security shall be appraised by one or more suitable persons who shall be well known in the community where such loan is made; and such appraisal, together with a certificate of title, shall be lodged and kept with the institution making such loan; and such appraisal shall express upon its face the amount at which said property is appraised.

1875, ch. 99.  
Appraisal of  
real estate se-  
curity.

SEC. 1802. Loans and investments by saving banks in United States bonds, in bonds of this State, or in the obligations of any of the counties, towns, cities, boroughs, and school districts of this State, or in the bonds of any of the States or cities whose bonds savings banks are allowed by law to purchase, may be classed with loans upon real estate for the purpose of determining the proportion of loans required upon such estate.

1887, ch. 46.  
Loans and in-  
vestments class-  
ed with real es-  
tate loans.

SEC. 1803. No loan shall be made by any savings bank to a manufacturing corporation or ecclesiastical society, secured by mortgage upon their property, unless the same shall be accompanied by the individual guarantee of some responsible party or parties, or by other collateral security of equal value to the amount of the sum loaned, and the directors or trustees of any such bank consenting to any loan contrary to the provisions of this section shall be held individually responsible to the full extent of such loan.

1879, ch. 27.  
Loans to manu-  
facturing cor-  
porations or ec-  
clesiastical so-  
cieties.

SEC. 1804. No savings bank having more than twenty-five thousand dollars deposits shall loan on personal security to any one person, company, or interest, more than three per cent. of its deposits at the time of making such loan.

1875, ch. 99.  
Loans on per-  
sonal security.

SEC. 1805. No savings bank shall buy, or lend any money upon any obligation on which only one person or firm shall be holden, without taking additional security for the same

G. S. 1875, 291.  
Security for ob-  
ligations of one  
person or firm.

equivalent to the guaranty or indorsement of some other responsible party.

G. S. 1875, 291.  
Names of directors or trustees consenting to loans to be recorded.

SEC. 1806. When any loan or investment is made by any savings bank, the names of the directors or trustees consenting thereto shall be entered upon the records of said bank, and said record shall be at all times open to the inspection of the corporators and auditors of said bank and the Bank Commissioners, and be *prima facie* evidence of the truth of the statements therein contained.

G. S. 1875, 291.  
Limit of deposit of one person in a year.

SEC. 1807. Savings banks may receive on deposit from any one individual, in his own name or in the name of another, in any one year, a sum not exceeding one thousand dollars.

G. S. 1875, 292.  
Compensation to president.

SEC. 1808. Savings banks, whose deposit shall exceed five hundred thousand dollars, may pay their presidents such compensation as the directors, managers, or trustees deem reasonable, not exceeding three hundred dollars a year.

G. S. 1875, 292.  
Officers not to be borrowers or sureties of borrowers, etc.

SEC. 1809. No officer of a saving bank shall be a borrower, or surety for a borrower, of any of its funds, nor receive any money, or valuable thing, for negotiating, procuring, or recommending any such loan from such bank, or for selling or aiding in the sale of any stocks or securities to such savings bank. And any such officer, who shall violate any provision of this section, shall forfeit to the State one thousand dollars.

1877, ch. 87.  
Rate of interest on loans.

SEC. 1810. No savings bank shall demand or receive on any loan, either as bonus, commission, or tax, or in any other way, directly or indirectly, more than the value of six dollars for the forbearance of one hundred dollars a year, and at that rate for a greater or less sum, or for a longer or shorter period; but the taking of interest in advance for a period not to exceed six months, and the reimbursement of any money, paid by said bank for insurance, on property mortgaged to them, shall not be deemed a violation of this section.

1879, ch. 27.  
Limit of sum to be expended in construction of buildings.

SEC. 1811. No savings bank shall expend in the purchase or construction of any building, for the purpose, in whole or in part, of accommodating the business of said bank, a greater sum than may be taken from the surplus of said bank, after allowing for the depreciation of assets and the reserve



required by law, and subject in all cases to the approval of the Bank Commissioners.

SEC. 1812. The directors, managers, or trustees of savings banks shall annually appoint not less than two auditors, who shall not be directors, managers, or trustees thereof, who shall examine the books, accounts, and securities belonging to such bank, and make a sworn statement, showing the true condition thereof on the first day of October in each year, which shall be kept on file in the office of said bank, and an attested copy forwarded to the Bank Commissioners on or before the first day of November in each year.

1877, ch. 55.  
Auditors and  
their duties.

SEC. 1813. The net income of any savings bank in excess of a sum equal to one-eighth of one per cent. of its deposits, actually earned during the six months last preceding, and no more, may be semi-annually divided among its depositors.

1877, ch. 88.  
1880, ch. 30.  
Dividends.

SEC. 1814. No savings bank shall make any dividend, except as provided in the preceding section, until its surplus shall have accumulated to an amount equal to three per cent. of its deposits. Such surplus shall be kept as a contingent fund; but no savings bank shall carry to its contingent fund a sum larger than an amount equal to ten per cent. of its deposits; and any surplus beyond that amount shall be divided among the depositors entitled to such dividends, in sums of not less than one per cent. of its deposits.

1877, ch. 88.  
1880, ch. 30.  
Surplus.

SEC. 1815. In declaring dividends, the directors of savings banks shall have power to discriminate between deposits of two thousand dollars and less, and those over that sum; such discrimination shall not exceed one per cent. per annum; and if, at any time, a discrimination becomes necessary, such discrimination shall always be made in favor of those deposits the amount of which is less than two thousand dollars.

1876  
Discrimination  
in declaring  
dividends.

SEC. 1816. The treasurer of each savings bank shall give bonds with surety to the acceptance of the directors or trustees, in not less than ten thousand dollars, payable to said bank, and shall give new bonds, with surety, to the acceptance of the directors or trustees, as often as once in every period of six years from the date of giving the last bonds. The said bonds shall forthwith be recorded at length in the books of said savings bank, and shall at all times be subject to the inspection of the Bank Commissioners; and it shall be-

G. S. 1875, 292.  
1880, ch. 32.  
1887, ch. 31.  
Treasurer to  
give bonds, and  
every six years  
new bonds.

the duty of the president of said savings bank to safely keep the original bonds so given. No president, director, or trustee of any such savings bank shall be surety in the bonds of such treasurer.

G. S. 1875, 292.  
Notice to corporators of meetings.

SEC. 1817. The treasurer of each savings bank shall, at least ten days before each meeting of the corporators, mail or deliver to each a written or printed notice of the day and hour of holding such meeting; and if he shall neglect to give such notice, he shall pay one hundred dollars to the town where such bank is located.

1886, ch. 56.  
Treasurer to make sworn statement to Comptroller annually.

SEC. 1818. The treasurer of every savings bank shall, on or before the tenth day of July annually, deliver to the Comptroller a sworn statement containing the name and amount standing to his credit of every depositor who shall not have made a deposit therein or withdrawn therefrom any part of his deposit, or any part of the interest thereon, for a period of more than twenty years next preceding; provided that this section shall not apply to the deposit made by any person known to the bank to be living. The Comptroller shall communicate the statements which shall be so delivered to him to the General Assembly on or before the third day of its next session.

1886, ch. 56.  
Penalty for not doing so.

SEC. 1819. The treasurer of any savings bank neglecting or refusing to comply with the provisions of the preceding section shall be fined one hundred dollars.

1878, ch. 115.  
Treasurer to make sworn statements to Bank Commissioners.

SEC. 1820. The treasurer of each savings bank, on or before the first day of October in each year, and oftener if required by the Bank Commissioners, shall transmit to them a sworn statement of its condition, giving the par value, cost, and market value of its assets and answers to all particulars required in the annual statements of banks and trust companies to said commissioners.

G. S. 1875, 292.  
Removal of corporator.

SEC. 1821. When a corporator of any savings bank shall neglect to attend its meetings for three successive years, or be convicted of any crime, he may be removed by a unanimous vote of said corporators at any annual meeting.

G. S. 1875, 292.  
Vacancies in office, how filled.

SEC. 1822. The directors, managers, or trustees of savings banks may fill any vacancy in any office, and the person chosen to fill the same shall hold said office till another is chosen in his stead; and when any officer cannot perform



the duties of his office they may appoint an assistant to him during their pleasure until the next annual meeting of said corporation, who shall have the same powers and duties as such officer.

SEC. 1823. The directors, managers, or trustees of any savings bank assenting to a violation of any provision of law relating to savings banks, shall be jointly and severally liable to said savings bank for any loss which may result therefrom. And any officer, director, or trustee of any savings bank, who shall intentionally violate any of the provisions of the statute law of this State relating to savings banks, shall be fined not less than one hundred nor more than one thousand dollars; and it shall be the duty of the State's Attorney for the county where such bank is located to prosecute such violation, on complaint thereof by the Bank Commissioners.

G. S. 1875, 292.  
1878, ch. 64.  
Penalty for violating or assenting to violation of law relating to savings banks.

SEC. 1824. Every person who shall violate any provision of law in relation to banks, savings banks, or trust companies, for which no other penalty is provided or provision made, shall be fined not less than one hundred nor more than five hundred dollars.

G. S. 1875, 293.  
Penalty for violating law relating to banks, savings banks, or trust companies.

## CHAPTER CXI.

### BANK COMMISSIONERS.

SECTION	SECTION
1825. Bank Commissioners.	1830. Duty of commissioners when charter of bank, savings banks, or trust company is forfeited. Receivers.
1826. Officers of banks, savings banks, and trust companies ineligible to office of Bank Commissioner.	1831. Attachment of bank, savings banks, and trust companies.
1827. General duties.	1832. Apportionment of salaries of Bank Commissioners.
1828. Where treasurer of savings bank is cashier of a national bank.	
1829. Reports of commissioners.	

SEC. 1825. There shall continue to be two Bank Commissioners, who shall be appointed by the Governor with the advice and consent of the Senate. During the regular session of the General Assembly in 1889 and biennially thereafter one commissioner shall be so appointed who shall hold office four years from the first day of July following his appointment. Vacancies may be filled by the Governor until the next regular session of the General Assembly, when they shall be filled by the Governor with the advice and consent of the Senate.

1877, ch. 127.  
1837, ch. 5, § 23.  
Bank Commissioners.

1883, ch. 57.  
Officers of  
banks, savings  
banks, and  
trust companies  
ineligible to  
office of Bank  
Commissioner.

SEC. 1826. No officer of any bank, savings bank, or trust company chartered by this State shall be eligible to the office of Bank Commissioner; and if any Bank Commissioner shall, at any time, become indebted to any bank, savings bank, or trust company, or shall engage or be interested in the sale of securities as a business or in the negotiation of loans for others, his office shall become vacant; and it shall be the duty of the cashier of any bank, and the treasurer of any savings bank or trust company to which a Bank Commissioner shall become indebted, to give immediate notice thereof to the Governor.

G. S. 1875, 287.  
General duties.

SEC. 1827. The Bank Commissioners shall visit and examine every bank, savings bank, and trust company, semi-annually, or oftener, and may examine its books and papers in the presence of one or more of its officers, to ascertain whether it has been managed according to law; examine any persons, under oath, in relation to its affairs, which oath such commissioners may administer; may compel the attendance of witnesses, and the production of books and papers by suitable process; and in case any person, on request of the commissioners, shall refuse to comply with any of the provisions of this section, may apply to a judge of the Superior Court, who shall cause such person to come before him, and inquire into the facts set forth in such application, and may thereupon commit such person to jail until he shall comply with said provisions; but the Bank Commissioners shall not impart any information obtained by them in the course of such examination, except so far as may become necessary in the performance of their duties.

G. S. 1875, 293.  
When treasurer  
is cashier of na-  
tional bank.

SEC. 1828. The Bank Commissioners shall visit and examine every savings bank whose treasurer is cashier of any national banking association, at the same time the United States examiner shall visit such national banking association.

G. S. 1875, 287.  
1887, ch. 5, § 25.  
Reports of  
Bank Commis-  
sioners.

SEC. 1829. The commissioners shall annually report to the Governor the condition of all such institutions examined by them, with such recommendations as they may deem proper, and such annual reports shall be submitted to the General Assembly at its regular sessions. The commissioners shall also report to the Governor and to the State's Attor-



ney in the county where any such institution is located, any violation of law by it, or any of its officers.

SEC. 1830. When in the opinion of the Bank Commissioners the charter of any bank, savings bank, or trust company, shall be forfeited, or the public are in danger of being defrauded by any bank, savings bank, or trust company, said commissioners, or the State's Attorney in the county in which such bank, savings bank, or trust company is situated, shall prefer a complaint to the Superior Court for such county, if in session, or if not, to a judge of the Supreme Court of Errors, praying that such bank, savings bank, or trust company may be enjoined from any further proceedings in its business, and that its charter may be revoked, and its property disposed of: whereupon said court or judge shall forthwith issue a citation to said bank, savings bank, or trust company, to be served upon the president, a majority of the directors, and the cashier or treasurer, by leaving a true and attested copy with each, or at his last usual place of abode, commanding it to appear before said court or judge, on a day and at a place named in such citation, to answer to said complaint. And if upon the hearing, said court or judge shall be of opinion that the charter of such bank, savings bank, or trust company is forfeited, or that the public are in danger of being defrauded thereby, said court or judge shall issue an injunction to the agents of such bank, savings bank, or trust company, enjoining them from proceeding in the transaction of its business, and appoint not exceeding three disinterested persons to be receivers of such bank, savings bank, or trust company; and said court, at any term or session subsequent to the issuing of said injunction, may, upon a hearing of all the parties, declare the charter of such bank, savings bank, or trust company, to be null and void.

SEC. 1831. All attachments of the estate of any such corporation, made within sixty days of the filing of any complaint as prescribed in the preceding section, and all levies of execution upon the estate of said corporation not completed within the period aforesaid, except such levies as are made in pursuance of attachments which are not herein invalidated shall, upon the granting of the prayer of said complaint and

G. S. 1875, 288.  
1879, ch. 8.  
Duty of Commissioners when charter of bank, savings bank, or trust company shall be forfeited.

1875, ch. 100.  
Attachment of estates of banks, saving banks, or trust companies.



the appointment of receivers of said corporation, be and become dissolved.

G. S. 1875, 287.  
Apportionment  
of salaries of  
Bank Commis-  
sioners.

SEC. 1832. The Comptroller shall apportion the salaries of the Bank Commissioners among the several banks, savings banks, and trust companies, in proportion to the aggregate amount of the capital and deposits of each, according to their average, as nearly as can be ascertained, for the year preceding, and notify each by mail of the amount apportioned it, and it shall pay the same to the State within twenty days from the time of mailing such notice; and any institution which shall not pay the same within said time shall forfeit two hundred dollars, together with the amount so apportioned, to the State.

## CHAPTER CXII.

### RECEIVERS OF BANKS, SAVINGS BANKS, AND TRUST COMPANIES.

#### SECTION

- 1833. Receivers of banks and trust companies.
- 1834. Limitation of time for presenting claims to receivers of banks, savings banks, and trust companies.
- 1835. Report of receivers and appeal from their doings.
- 1836. General duties.
- 1837. Claims in favor of the corporation when barred against receivers.
- 1838. Powers of a judge of the Supreme Court of Errors.
- 1839. Receivers to make sworn statement to Bank Commissioners.
- 1840. Penalty for not delivering books, papers, etc., to receivers.
- 1841. Receivers to file statements with clerk of Superior Court.

#### SECTION

- 1842. Original orders of courts.
- 1843. Reports, orders, and bonds to be kept by clerk.
- 1844. Clerk to minute on docket filing of papers, etc.
- 1845. Application for order on receivers.
- 1846. Foreign attachment.
- 1847. Order for final disposition of funds on hand.
- 1848. Discharge of receivers.
- 1849. Receivers to apply for dissolution of injunctions against them.
- 1850. Penalty for neglect; fees and allowance.
- 1851. Appropriation of avails of property in receivers' hands.
- 1852. Fraudulent payments and conveyances by banks, etc., void.

G. S. 1875, 288.  
1879, ch. 8.  
Receivers of  
banks and trust  
companies.

SEC. 1833. Receivers of any bank or trust company whose capital is impaired, may be appointed by the Superior Court for the county in which such bank or trust company is located, on the petition of the holders of a majority of the shares of its capital stock, if the court finds that the interests of the stockholders require that the affairs of such bank or trust company should be closed.

1875, ch. 100.  
Limitation of  
time for pre-  
senting claims  
to receivers of  
banks, savings  
banks, and trust  
companies.

SEC. 1834. The Superior Court, upon appointing receivers of any bank, savings bank, or trust company, shall, in the absence of any statutory provision therefor, limit the time within which all claims against such corporation shall be pre-

sented to said receivers, and said court may, upon proper cause shown, extend such time, and shall cause such public notice of such limitation or extension of time to be given, as it shall deem reasonable and just. And all claims not presented to said receivers within the period limited therefor, shall be forever barred.

SEC. 1835. Said receivers shall receive proof of, and allow or disallow, as justice and equity may require, the several claims which may be presented to them as aforesaid, and shall make report thereof to said court, specifying particularly those allowed and disallowed, and shall give such notice as said court may prescribe, to any party whose claim or any part thereof is disallowed. Any person aggrieved by the doings of said receivers, in the allowance or disallowance of any claim, or any part thereof, may, after said report shall have been returned to said court, and within such time as said court shall limit for that purpose, and not afterwards, make his complaint in writing to said court, setting forth with reasonable certainty the grievance whereof he complains, and said complaint being first served on said receivers, and upon any other party in interest who may be entitled to notice, in such manner as said court shall prescribe or deem reasonable, said court shall, by a committee or otherwise, inquire into the grievances complained of, and grant such relief in the premises as to law and equity may appertain.

1875, ch. 100.  
Report of receivers, and appeal from their doings.

SEC. 1836. Said receivers shall, as soon after their appointment as may be, make and return to said court an inventory and appraisal of the assets of such corporation, verified by oath according to their best knowledge, information, and belief, and shall from time to time thereafter make and return such additional or supplementary inventories and valuations, and render such reports of their doings and statements of accounts as shall be necessary for the information of said court, or as shall be required by the order of said court. They shall hold all the assets which shall come into their hands as such receivers, subject to the order of said court, shall convert the same into money, with all reasonable dispatch, and for that purpose may sell and dispose of said assets, and make all proper conveyances thereof, and may compromise all doubtful claims for or against such corporation ;

1875, ch. 100.  
General duties



provided, that no claim in favor of such corporation against any director, trustee, or other officer thereof, for breach or neglect of official duty, shall be compromised without the special authority and approval of said court. In cases of doubt or difficulty they may, upon written application, ask the advice of said court as to the manner in which they shall execute their trust. Said court may from time to time, of its own motion, or on complaint of any party interested, make all necessary and proper orders as to the proceedings of said receivers, their compensation and other expenses, and may make and render any and all proper judgments and decrees, as the exigencies of the case may require, for the right administration and final settlement of such estate according to law.

1875, ch. 100.  
Claims when  
barred against  
receivers.

SEC. 1837. No claim in favor of such corporation not barred by the statute of limitations at the time of serving the citation on said corporation for the appointment of receivers shall be barred against said receivers in any suit for the recovery thereof, brought by them either in their own name or in the name of said corporation.

1875, ch. 100.  
Powers of a  
judge of the  
Supreme Court  
of Errors.

SEC. 1838. Any judge of the Supreme Court of Errors may exercise all the powers of the Superior Court included in the four preceding sections, whenever the Superior Court of the proper county is not in session at a civil term, and the orders and doings of said judge in the premises shall be recorded with the records of said Superior Court.

1875, ch. 46.  
1878, ch. 113.  
1879, ch. 8.  
1884, ch. 16.  
Receivers to  
make sworn  
statement to  
Bank Com-  
missioners.

SEC. 1839. The receivers of any savings bank or trust company shall, on or before the tenth day of July next after their appointment, and annually thereafter, so long as they remain in the charge and administration of the assets of such corporation, render to the Bank Commissioners a sworn statement containing the same information concerning the affairs of such corporation that treasurers of savings banks or cashiers of trust companies are required to furnish to said commissioners, and including a statement of all the assets of such corporation, and, so far as possible, a detailed enumeration thereof, with their cash values, and also, a statement, in detail, of the expenses incurred by them in the administration of the affairs of such corporation, and an estimate of the amount which they will ask the Superior Court to allow them



for their own services during the time covered by such statement. And said receivers shall, at any time when required, furnish the Bank Commissioners with such information as treasurers of savings banks or cashiers of trust companies are by law required to furnish them. Any receiver or receivers who shall fail to comply with the requirements of this section, shall forfeit to the State the sum of five hundred dollars.

SEC. 1840. Any person who shall willfully neglect or refuse to deliver to the receivers of any bank, savings bank, or trust company, on demand, any books, papers, or any evidences of title, or debt, or property belonging to such bank, savings bank, or trust company in his possession, or under his control, shall be fined not more than ten thousand dollars, or imprisoned not more than three years, or both.

G. S. 1875, 289.  
Penalty for not  
delivering  
books, papers,  
etc., to receivers.

SEC. 1841. The receivers of any bank, savings bank, or trust company, shall file with the clerk of the Superior Court in the county in which such bank, savings bank, or trust company is, or, at the time of the appointment of such receivers, was located, within the first three days of each and every term and session of that court in said county for the transaction of civil business, a statement subscribed and sworn to by them, containing the following particulars, so far as they do not appear in a preceding report on file in said court, and any changes or additions that shall have occurred since the filing of such preceding report, that is to say:

1885, ch. 73.  
Receivers to file  
statement with  
clerk of Superior Court.

1. The names and residences, so far as may be known, of all the creditors of such corporation, and the amounts severally due them.

2. A full statement of all the assets of such corporation, with the estimated value of the same at the time of the appointment.

3. A particular statement of the disposition made of such assets, the amount realized therefrom, the reasons for any failure to realize the par value of the same, and the details of expenses incurred in converting the same into cash.

4. A like statement of all said assets on hand, with a detailed estimate of the value thereof, and any reason or reasons for delay in converting the same into cash.

5. A statement of all disbursements of money made by them in the discharge of the office of receiver.

6. The amount of cash on hand, and the place or places of deposit of the same, and the terms of such deposit.

7. The amount of charges made for service in the receivership, the amount paid, the mode of payment, and the arrangements made for final security or payment of the same.

1885, ch. 73.  
Original orders  
of court.

SEC. 1842. It shall be the duty of every such receiver to lodge with said clerk, immediately after the passage of any order by the court, or any judge, pertaining to his said office, the original of such order.

1885, ch. 73.  
Reports, orders,  
and bonds to be  
kept by clerk.

SEC. 1843. Said clerk shall keep all reports and orders relating to the receivership on file in his office, and shall not allow the same to be taken therefrom except in his personal custody, and shall have the custody and care of any bonds given by the receiver or receivers pursuant to the order of said court, or any judge having cognizance of the subject matter.

1885, ch. 73.  
Clerk to minute  
on docket filing  
of papers, etc.

SEC. 1844. Said clerk shall forthwith minute on the docket of civil causes the filing of any paper and the passage of any order at length among the records of the court. And for the services required of him by this chapter shall receive the same fees as in other civil causes, to be paid by order of the court out of the trust funds.

1885, ch. 73.  
Application for  
order on receivers.

SEC. 1845. Any person interested as a creditor of such insolvent corporation may apply, in writing, to said court, at any time when in session, and to any judge of the Supreme Court of Errors when said Superior Court is not in session, for any proper order upon the receiver or receivers, touching the conduct of the trust, upon giving notice by service of a copy on such receiver or receivers at least ten days before the time of hearing, subject to the payment of costs in case said court or judge shall find the application to be unreasonable, and said court or judge, as the case may be, shall make such order, after due hearing, as shall be found best for all parties concerned.

1885, ch. 73.  
Foreign attachment.

SEC. 1846. No part of the funds or property in the hands of such receivers shall be subject to process of foreign attachment.

1885, ch. 73.  
Order for final  
disposition of  
funds on hand.

SEC. 1847. Within sixty days after all the assets of such insolvent corporation have been converted into money, said receiver or receivers shall apply to said Superior Court, or to



a judge of the Supreme Court of Errors if the Superior Court is not in session, for an order for the final disposition of the funds on hand. Said court or judge shall thereupon fix a time and place of hearing on said application, and order notice thereof by publication in such manner as shall be deemed reasonable. At said hearing said court or judge shall examine the accounts of the receiver or receivers, and on finding the same correct and lawful shall ascertain the balance on hand and direct the distribution of the same according to law. Said court or judge shall prescribe the place of payment, and the time within which the same may be called for. After the expiration of said time it shall be the duty of the receiver or receivers to deposit with the Treasurer of the State all sums not called for, together with a list of the persons severally found by them entitled thereto. Said sums shall remain in the treasury of the State, subject to the call of the persons severally entitled to the same.

SEC. 1848. After a final disposition of the trust funds as aforesaid, the receiver or receivers, upon their application to said court, and after such public notice as said court may require, may be discharged from further liability under their trust.

1885, ch. 73.  
Discharge of receivers.

SEC. 1849. In any action against the receiver or receivers of any bank, savings bank, or trust company in which an injunction shall have been or shall be granted, restraining such receiver or receivers from disposing of any of the trust estate, it shall be the duty of such receiver or receivers to apply for the dissolution of said injunction, within thirty days after the writ or order of injunction is served. And when such application is made, the hearing thereon shall have precedence of all other causes in respect to the order of trial.

1885, ch. 73.  
Receivers to apply for dissolution of injunction against them.

SEC. 1850. Any receiver neglecting to comply with the provisions of sections 1841, 1842, 1847, 1849, or any of them, shall forfeit twenty dollars for each day of such neglect, one half to him who shall sue therefor, and the other half to the State. The fees of receivers of banks, savings banks, and trust companies shall be one per cent. of the amount of dividends paid to depositors and other creditors, and may be drawn by said receivers at the time dividends are paid, and shall be in full for their personal and clerical services; all

1885, ch. 73.  
Penalty for neglect, fees and allowance.

1880, ch. 25.  
Fees of receivers.



other expenses to be taxed and allowed by the court: provided, that if in the settlement of such trusts it shall appear that the aggregate amount of dividends paid is less than two hundred and fifty thousand dollars, the court may allow such further sum as may be equitable and just.

G. S. 1875, 288.  
Appropriation  
of avails of prop-  
erty in receivers'  
hands.

SEC. 1851. The avails of the property of any bank or trust company in the hands of a receiver or receivers, shall be appropriated ratably to the payment: first, of the charges and expenses of settling its concerns; secondly, of the circulating notes if any; thirdly, of all deposits; fourthly, to the repayment of all sums which have been subscribed and paid in for its stock by the State, or school fund; fifthly, to the payment of all other liabilities; and the surplus shall be paid and distributed among the stockholders.

G. S. 1875, 288.  
Fraudulent pay-  
ments and con-  
veyances by  
banks, etc.,  
void.

SEC. 1852. All payments and conveyances made by any such bank or trust company in contemplation of insolvency, to or for the use of any or all its creditors, with the fraudulent intent to prevent the distribution and appropriation of its effects in the manner prescribed by the preceding section, shall be utterly void.

CHAPTER CXIII.

INVESTMENT COMPANIES.

SECTION	SECTION
1853. To be under supervision of Bank Commissioners.	1856. Bank Commissioners may examine by deputy.
1854. Agents of foreign companies.	1857. May accept certificates by officers of other States.
1855. Penalty.	

1887, ch. 135.  
To be under  
supervision of  
Bank Commis-  
sioners.

SEC. 1853. Every corporation heretofore or hereafter organized under the laws of this State, whether by special charter or otherwise, which has power to and does sell or negotiate its own choses in action, or sell, guarantee, or negotiate the choses in action of other persons or corporations, as investments or as a business, shall be under the supervision of the Bank Commissioners, and subject in that connection to all the laws relating to the examination and report of banks, savings banks, and trust companies. Said commissioners, in an annual report of these corporations to the Governor, shall clearly describe the various classes of

assets and liabilities of each and state any special provision which has been made for the payment of such liabilities.

SEC. 1854. No person shall act in this State as the agent or representatives of any such corporation organized under the laws of another State, or sell, offer for sale, or negotiate choses in action owned, issued, negotiated, or guaranteed by it, unless such corporation shall have submitted itself and its financial condition to the examination of the Bank Commissioners, in such manner as to enable them to make such a report thereof as is specified in the preceding section, which report they shall make as often and in the same manner as is required of like corporations in this State.

1887, ch. 135.  
Agents of  
foreign com-  
panies.

SEC. 1855. Any person who violates the provisions of the preceding section shall forfeit one thousand dollars to the State, to be collected by the State's Attorney for the county in which such action may properly arise, by an action on this chapter, and it is hereby made the duty of every State's Attorney to bring action for such forfeiture whenever an instance of such violation is reported to him by the Bank Commissioners, and the Bank Commissioners shall so report all such instances as come to their attention.

1887, ch. 135.  
Penalty.

SEC. 1856. The Bank Commissioners may make the examinations required by this chapter, either in person or by deputy, and shall have power to appoint to such position of deputy and remove therefrom at pleasure a resident of this State, and as compensation for such examinations may collect from the companies so examined all actual expenses and such further sum as may be determined by the Comptroller to be reasonable and just.

1887, ch. 135.  
Bank Commis-  
sioners may  
examine by  
deputy.

SEC. 1857. The Bank Commissioners may accept in lieu of an examination by themselves or their deputy, the certificate of any State officer having supervision of such companies, that examinations have been made in their respective States, provided such certificate is accompanied by a sworn report showing the financial condition of any such company; such report to comply in all respects with the provisions of this chapter.

1887, ch. 135.  
May accept cer-  
tificates of  
officers of other  
States.

## TITLE XXV.

## BILLS OF EXCHANGE AND PROMISSORY NOTES.

## CHAPTER CXIV.

## SECTION

1858. Negotiable notes.  
 1859. Demand notes when overdue.  
 1860. Contract of indorsement in blank.  
 1861. Grace.  
 1862. Notes due on holidays.  
 1863. Protest, notice of, how given.

## SECTION

1864. Rule of damages on protest of bill of exchange without this State.  
 1865. Notes in payment for patented articles, to so state.  
 1866. Penalty for violation of preceding section.

G. S. 1875, 343,

§ 1.  
 Negotiable notes.

2 Root, 524.  
 1 Conn., 494.  
 2 Conn., 126,  
 419, 654, 478.  
 3 Conn. 101,  
 516.

G. S. 1875, 343,

§ 2.  
 Demand notes, when overdue.  
 31 Conn., 273.  
 36 Conn., 6.  
 44 Conn., 390.  
 1884, ch. 83.  
 Contract of indorser in blank of negotiable or non-negotiable notes.

G. S. 1875, 344,

§ 3.  
 Grace.  
 2 Conn., 478.  
 8 Conn., 505.  
 31 Conn., 266.

1875, ch. 21.  
 Notes due on holidays, etc.  
 31 Conn., 264.

SEC. 1858. Promissory notes for the payment of money only, payable to any person, or his order, or to the bearer, shall be negotiable.

9 Conn., 94. 10 Conn., 308. 16 Conn., 234, 445. 17 Conn., 511. 18 Conn., 449. 19 Conn., 17. 22 Conn., 213, 617. 24 Conn., 333. 26 Conn., 1. 29 Conn., 347. 31 Conn., 296, 543.

SEC. 1859. Any negotiable promissory note, payable on demand, which remains unpaid four months from its date, shall be considered overdue and dishonored after that time.

SEC. 1860. The blank indorsement of a negotiable or a non-negotiable note, by a person who is neither its maker nor its payee, before or after the indorsement of such note by the payee, shall import the contract of an ordinary indorsement of negotiable paper, as between such indorser and the payee or subsequent holders of such paper.

SEC. 1861. No days of grace shall be allowed on any promissory note, bill of exchange, or order, payable in this State, at sight or on demand, or upon any bank check, unless expressly provided for therein.

SEC. 1862. The first day of January, the twenty-second day of February, the thirtieth day of May, the fourth day of July, and the twenty-fifth day of December, or, whenever any of said days shall fall upon Sunday, the Monday next following such day, and any day appointed or recommended by the Governor of this State or the President of the United States as a day of thanksgiving, fasting, or any religious observance shall, for all purposes regarding the presenting for payment or acceptance, and of the protesting and giving notice of the dishonor of bills of exchange, bank checks, and promissory notes, be treated as public holidays, and all such



checks, bills, and notes otherwise presentable for acceptance or payment on any of said days shall be deemed to be presentable therefor on the secular or business day next preceding such holiday, and in case, by reason of a public holiday falling upon Sunday, the following Monday is deemed such holiday, as hereinbefore provided, the same shall be presentable on the Saturday preceding.

SEC. 1863. It shall be due notice of the dishonor of any negotiable note, bill, draft, or check, to any party thereto, if the holder or his agent shall in due time deposit a notice of such dishonor in the post-office, with the postage prepaid, addressed to such party at the town in which he may reside, unless some other place be designated for such purpose on such note, bill, draft, or check.

SEC. 1864. When any bill of exchange, drawn or negotiated in this State upon any person in any other State, Territory, or District of the United States, shall be returned unpaid, and have been duly protested for non-payment in the manner usual in cases of foreign bills of exchange, the person to whom the same is payable shall be entitled to recover from the drawer or indorsers of such bill of exchange the damages hereinafter specified, over and above the principal sum for which such bill shall have been drawn, together with the lawful interest on the aggregate amount of such principal sum and damages, from the time at which notice of such protest shall have been given, and payment of said principal sum and damages demanded; that is to say, if such bill shall have been drawn upon any person in the city of New York, in the State of New York, two per cent. upon the principal sum specified in such bill; if upon any person in the States of New Hampshire, Vermont, Maine, Massachusetts, Rhode Island, New York [except the city of New York], New Jersey, Pennsylvania, Delaware, Maryland, or Virginia, or in the District of Columbia, three per cent. upon such principal sum; if upon any person in the States of North Carolina, South Carolina, Ohio, Illinois, Indiana, Michigan, Kentucky, or Georgia, five per cent. upon such principal sum; or if upon any person in any other State, Territory, or District of the United States, eight per cent. upon such principal sum; and such damages shall be instead of interest and all other

G. S. 1875, 344,  
§ 6.  
Protest, notice  
of, how given.

G. S. 1875, 344,  
§ 7.  
Rule of damages  
on protest of  
bill of exchange  
without this  
State.  
2 Root, 405.  
19 Conn., 141.

charges, to the time at which the notice of such protest shall have been given, and such demand of payment shall have been made ; and the amount of such bill, and the damages payable thereon, as above specified, shall be determined without reference to the rate of exchange existing at the time of such notice and demand of payment.

1877, ch. 148.  
Notes in pay-  
ment for patent-  
ed articles, to so  
state.

SEC. 1865. When any person shall vend or sell any patent or patented article, or pretended patent or patented article in this State, to any other person, and shall take and receive from such other person any note, negotiable or non-negotiable, said note shall express in the body thereof that the consideration therefor is a patent or patented article, and name the patent or patented article for which said note was executed.

1877, ch. 148.  
Penalty for vio-  
lation of preced-  
ing section.

SEC. 1866. Any person who shall violate any of the provisions of the preceding section shall be imprisoned in the State prison not more than five years, or in the common jail not less than six months; and if any person shall take, receive, or negotiate any note executed according to the provisions of the preceding section, he shall be deemed in law to have received the same under suspicious circumstances, and liable to all equities in favor of the maker or makers thereof.

[Extracts from Chapter CXIX.]

PRIVATE CORPORATIONS.

GENERAL PROVISIONS.

SECTION	SECTION
1909. Charters subject to alteration and repeal.	1919. Special meeting, how called, upon failure to hold annual meeting.
1910. Corporations must organize within two years after approval of charter.	1922. Regulation of directorship of different corporations.
1911. Amendment to charter how accepted.	1924. Stock, how pledged.
1917. Regulation of investments.	1927. Proxies.
	1941. Banks, etc., not to change location without authority.

G. S. 1875, 278,  
§ 3.  
Charters grant-  
ed subject to al-  
teration and re-  
peal.  
4 Day, 198.  
5 Day, 329  
2 Conn., 252,  
260, 579.  
3 Conn., 544,  
52.

SEC. 1909. All acts creating or authorizing the organiza-  
tion of corporations, or altering the charters of corporations  
previously existing, which have been or shall be passed by  
the General Assembly, and the charters of all corporations  
heretofore granted, and under which no corporations have  
been organized, shall be subject to alteration, amendment,



and repeal at the pleasure of the General Assembly unless otherwise expressly provided in such acts.

10 Conn., 157, 409. 12 Conn., 499, 530. 7, 351. 13 Conn., 173, 493, 110, 249. 14 Conn., 437, 594, 174, 146. 15 Conn., 327, 312, 437, 475. 16 Conn., 98, 149, 594, 179. 17 Conn., 40, 454. 18 Conn., 53. 20 Conn., 200, 178. 21 Conn., 444. 22 Conn., 552, 502, 394, 435, 74, 133, 196. 575, 525. 24 Conn., 468. 26 Conn., 287. 27 Conn., 171, 142. 28 Conn., 289. 30 Conn., 94.

4 Conn., 54.  
5 Conn., 560,  
246, 28.  
6 Conn., 428,  
552.  
7 Conn., 214.  
8 Conn., 191.  
9 Conn., 536,  
487.

SEC. 1910. The charter of any private corporation hereafter granted shall be and become void, unless said corporation shall be organized, and a certificate of such organization sworn to by the president or secretary, or, if there be no such officers, by an officer having custody of the records of such corporation, shall be filed in the office of the Secretary of the State within two years from the date of the approval of its charter.

1884, ch. 63.  
Corporations  
must organize  
within two  
years after ap-  
proval of char-  
ter.

SEC. 1911. When any amendment or alteration of the charter of any corporation shall be made, if it be not otherwise specially provided in the resolution making such alteration or amendment, it shall not become operative, unless within six months after its passage it shall be accepted at a meeting of said corporation, legally warned for that purpose, nor unless an attested copy of said acceptance shall be lodged on file in the office of the Secretary of the State, to be recorded by him in a book kept for that purpose; and such acceptance shall operate to make the original charter, and all resolutions amending and altering the same, subject to amendment, alteration, and repeal, at the pleasure of the General Assembly.

G. S. 1875, 278,  
§ 4.  
Amendment to  
charter, how ac-  
cepted.  
29 Conn., 174.

SEC. 1917. Whenever the board of directors of any corporation organized under the laws of this State for the purpose of lending money on real estate security, and issuing, negotiating, guarantying, and dealing in bonds and mortgage securities, shall have voted that said corporation shall never issue and have outstanding at any one time bonds exceeding a certain amount specified in such vote, and said vote shall be ratified and approved by said corporation at a meeting of the stockholders, a copy of such votes of the directors and of the corporation, certified by its secretary and attested by the president and a majority of the directors, may be filed for record in the office of the Secretary of the State, and thereupon said votes shall be effectual to bind said corporation, and shall operate as a perpetual limitation of its corporate powers.

1876, ch. 13.  
Regulation of  
investments.



1877, ch. 56.  
Special meeting  
how called, up-  
on failure to  
hold annual  
meeting.

SEC. 1919. Whenever any corporation, public or private, except corporations having a capital stock, or associated proprietors of common fields, or whenever any association organized under the laws of this State shall have failed to hold their annual meeting, or to legally elect officers thereat, and no provision shall be contained in its charter, articles of association, or by-laws, or provided by law for such contingency, a special meeting for that purpose may be called by the persons whose duty it is to call the annual meeting, and shall be called by such persons whenever requested so to do by not less than ten, or a majority of the members of such corporation, or association, in writing, and such notice shall be given of such special meeting as is required in calling an annual meeting, and at such meeting the necessary officers may be elected.

1876, ch. 65.  
Regulation of  
directorships of  
different cor-  
porations.

SEC. 1922. Any one of the directors or executive officers of any corporation, incorporated by the laws of this State, owning stock in any of the banks or other corporations of the State, shall be eligible to be elected as a director of such banks or other corporations, at any meeting of stockholders of such banks or other corporations, legally convened for the election of directors, and upon such election may act as director of such bank or other corporation; provided that not more than one single person of such directors or executive officers shall be eligible to serve as such director at the same time.

G. S. 1875, 279,  
§ 9.  
Stock how  
pledged.  
45 Conn., 22.  
53 Conn., 390.

SEC. 1924. Shares of stock in any corporation organized in this State under the laws of this State, or of the United States, may be pledged by executing and delivering a power of attorney for its transfer, with the certificate of stock therein mentioned, to the party to whom the pledge is made; but no such pledge, unless consummated by an actual transfer of the stock to the name of such party, shall be effectual to hold such stock against any person but the pledger, and his executors and administrators, until a copy of said power of attorney shall be filed with the cashier, treasurer, or secretary of said corporation.

G. S. 1875, 279,  
§ 11.  
Proxies.

SEC. 1927. No person shall vote at any meeting of the stockholders of any bank or railroad company, by virtue of any power of attorney not executed within one year next pre-

ceding such meeting; and no such power shall be used at more than one annual meeting of such corporation.

SEC. 1941. No bank, savings bank, insurance company, or trust company, heretofore incorporated, shall change its location from one town to another, except by act of the General Assembly.

G. S. 1875, 230, § 21. Banks, etc., not to change location without authority.

[*Extracts from Chapter CCXLI.*]

ASSESSMENT OF TAXES.

SECTION

3836. Banks and other stocks where taxed.  
3837. Returns by cashiers to assessors.  
3838. Returns of property held in pledge.

SECTION

3839. Penalty for evasive transfer of stock.  
3840. Penalty if stockholder give untrue residence.

SEC. 3836. Shares of the capital stock of any bank, national banking association, insurance, turnpike, bridge, or plank road company, owned by any resident in this State, shall be set in his list, at its market value in the town in which he may reside; but so much of the capital of any such company as may be invested in real estate, on which it is assessed and pays a tax, shall be deducted from the market value of its stock, in its returns to the assessors.

G. S. 1875, 156, § 20. 1877, ch. 47. Bank and other stocks, where taxed. 50 Conn, 559.

SEC. 3837. The cashiers or secretaries of all corporations, whose stock is liable to taxation, shall, on or before the twelfth day of October, annually, inform the assessors of each town of the names of the stockholders residing therein, and the amount of stock owned by each, as exhibited by the books of said corporations, on the first day of said October, so far as the residence of such stockholders shall be known to such cashiers or secretaries, and its market value during the month of September next preceding; and any such cashier or secretary, who shall neglect to furnish such information to the assessors of any town where said stock is liable to be taxed, shall forfeit fifty dollars to such town; but putting a letter into the post-office containing such information, postage paid, addressed to the assessors of any town where such owner resides, shall be a compliance with the provisions of this section.

G. S. 1875, 157, § 21. Returns to assessors of names of stockholders, and value of stock.

SEC. 3838. The cashier of each bank and national banking association, the treasurer of each savings bank, and the secretary of each corporation incorporated by the laws of this

G. S. 1875, 157, § 22. Returns of property held in pledge.



State, shall, upon the request of the assessors of any town, inform them of the name of any person therein, who owns stock or bonds held by such corporation as collateral security for any indebtedness or liability, and the amount and description of such stock or bonds ; and any such cashier, treasurer, or secretary, who shall neglect to furnish such information to the assessors of any town where said stock or bonds are liable to be taxed, shall forfeit one hundred dollars to said town.

G. S. 1875, 157, § 23. **SEC. 3839.** The owner of any share of the capital stock of any corporation, who shall transfer such share to another, with the intent of evading the provisions of this title, shall forfeit to the town in which he resides one per cent. of the value of the stock so transferred.

G. S. 1875, 157, § 24. **SEC. 3840.** When any owner or holder of any stock in any corporation, liable to taxation, shall represent, or cause to be represented, to its cashier or secretary that he is a resident of any other town than that in which he actually resides, and thereby causes said cashier or secretary to give information, as aforesaid, to the assessors of such other town, such assessors shall return the same to the Comptroller within thirty days thereafter, and shall certify in such return that no such person is known to reside in said town ; and the Comptroller shall thereupon notify said cashier or secretary of the information given to him by said assessors ; and such stockholder shall forfeit to the State one per cent. of the value of such stock ; and said cashier or secretary shall thereupon pay said forfeiture to the Treasurer ; and such corporation shall have a lien upon such stock for the amount so paid.

[*Extracts from Chapter CCXLIV.*]

SPECIAL TAXES ON CORPORATIONS.

SECTION	SECTION
3916. Stock of non-residents in other corporations, how taxed.	3930. Meetings of Board of Equalization ; to correct returns, etc.
3917. Corporations to have a lien for tax paid on stock of non-residents.	3932. Penalty for failure to make returns.
3918. Returns by and tax on savings banks.	

G. S. 1875, 167, § 2. **SEC. 3916.** The cashier or secretary of each corporation, whose stock is liable to taxation, and not otherwise taxed by the provisions of this title, shall on the first day of October,



annually, or within ten days thereafter, deliver to the Comptroller a sworn list of all its stockholders, residing without this State on said day, and the number and market value of the shares of stock therein, then belonging to each; and shall on or before the twentieth day of October, annually, pay to the State one per cent. of such value; and if any such cashier or secretary shall neglect to comply with the provisions of this section he shall forfeit to the State one hundred dollars, in addition to said one per cent. so required to be paid.

SEC. 3917. The corporations, mentioned in the two preceding sections, shall have a lien upon the stock of each non-resident stockholder, for the reimbursement of the sums so required to be paid by them, to the extent of one per cent. of the value of his stock as contained in said list.

SEC. 3918. The treasurer of each savings bank shall, on or before the tenth day of January, annually, deliver to the Comptroller a sworn statement of the amount of all its deposits, exclusive of surplus, on the first day of said month; and every savings bank shall pay to the State an annual tax on its corporate franchise equal to one-fourth of one per cent. on the amount of its deposits, exclusive of surplus, deducting however from said deposits the sum of fifty thousand dollars, and also the amount invested in any bonds issued by this State, or by any town or city in this State in aid of the construction of any railroad, and which by the statutes of this State are exempt from taxation, and also the amount invested in real estate liable to taxation in this State, one-half of said tax to be paid on or before the twentieth day of January, and one-half on or before the twentieth day of July in each year; and said tax shall be in lieu of all other taxes upon said savings banks, their deposits and surplus, except upon the real estate owned by them, beyond what is required and used by them for the transaction of their appropriate business.

SEC. 3930. The Board of Equalization shall meet at the Treasurer's office at the capitol in every year, on the secular day next succeeding each of the last days limited by the preceding sections of this chapter for making any of the annual returns to the Comptroller for purposes of taxation required by either of said preceding sections or from savings banks, at ten o'clock in the forenoon, to examine and correct such re-

corporations,  
how taxed.

G. S. 1875, 168.  
§ 3.  
Corporations to  
have a lien for  
tax paid on  
stock of non-  
residents.

1873, ch. 61.  
Returns by and  
tax on savings  
banks.  
37 Conn., 173.  
43 Conn., 44.

G. S. 1875, 169,  
§ 11.  
1887, ch. 117.  
§ 3, 4.  
Meetings of  
Board of  
Equalization.

Board of Equal-  
ization shall  
correct state-  
ments.

turns and the valuations required thereon, and to hear any party making such return in regard to such valuations, and said board may adjourn from time to time within eight days next succeeding the first day of said meetings respectively, and if any person shall not make such return as prescribed, or shall make erroneous returns, said board shall, at said meeting hereinbefore fixed, or at some adjournment thereof as aforesaid, make out, upon the best information which they can obtain, the statement required to be made and returned by such person ; and a true copy of each statement, as corrected or made out by said board, shall be returned to each cashier, treasurer, secretary, superintendent, or manager ; and the valuation of the several items of money, estate, amount, and number, contained in such statement shall be final, and the sums required shall be paid according to it.

G. S. 1875, 169,  
§ 12.  
Penalty for  
failure to make  
returns.

SEC. 3932. Every person who shall fail to return to the Comptroller, as prescribed in any of the preceding sections of this chapter, any statement required to be returned, shall forfeit five hundred dollars to the State ; and every person or corporation, required by any section of this chapter to make any payment to the State, who shall fail to make it within the time therein limited, shall forfeit to the State twice the amount required for such payment.

SYNOPSIS OF DECISIONS  
OF THE  
Supreme Court of Errors of Connecticut,  
RELATING TO SAVINGS BANKS.

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DEPOSITS IN TRUST.

A widow with a considerable estate and no children deposited in a savings bank \$250 in her own name as trustee for a boy thirteen years of age, whose parents were near neighbors and friends, and who was accustomed to do errands for her. Shortly after making the deposit she told the boy's parents that she had deposited that amount in the savings bank for their son, and again alluding to it, remarked that it would be needed for his education. She kept the bank-book herself, and two years thereafter drew out a part of the money, and a year later the balance with accrued interest, signing receipts in her own name, and appropriating the money to her own use. She died four years later, leaving a will in which no allusion was made to the deposit, and nothing was given to the boy. It was found by the court below that at the time she made the deposit she intended to make a gift, to take effect either then or at some future time. Held, that she made a complete gift at the time of the deposit, and could not afterwards revoke it. Held, also, that the trust was to be regarded upon the facts as only for the boy's minority, and that upon his becoming of age the legal title would vest in him without any further act to end the trust. — *Minor vs. Rogers*, 40 Conn. Reports, p. 512.



## DEPOSITS TO THE CREDIT OF ANOTHER.

A woman deposited \$460 in a savings bank for E. K., her niece, the deposit being placed to the credit, on the books of the bank, of "E. K. — M. K. guardian"; she at the same time informing the guardian of her niece that she had made such a deposit. A bank book was delivered to her by the bank with the deposit so entered, but she retained possession of it, and afterwards had the money transferred back to her by the guardian. The court below found that at the time the deposit was made she intended it as a gift to her niece. Held to be a complete gift, and beyond the power of revocation.—*Kerrigan vs. Rantigan*, 43 Conn. Reports, p. 17.

## PAYMENT OF DEPOSITS ON FORGED ORDER.

A savings bank paid money on an order to a person who brought with it the depositor's bank book. It proved that the order was forged and that the bank book had been stolen. The savings bank had a standing rule, on account of the difficulty of identifying its depositors, that any person bringing the bank book of a depositor should, in the absence of suspicious circumstances, be taken to be the depositor, or to have an order from him; and the book contained in conspicuous letters on the cover the following notice: "Caution to depositors. This book should be preserved with great care. If it should be lost, give immediate information at this office." The by-laws of the bank were also printed on the cover of the book, one of which was as follows: "Payment on deposits shall be made only to the depositor or his order, or to his legal representatives, on the presentation of the depositor's book." The depositor had no actual notice of the rule of the bank except what would be conveyed by this by-law and caution. Held, in an action brought against the bank by the depositor to recover the amount paid out on the forged order, that the bank could not avail itself of that payment in defense, and that the plaintiff is entitled to recover. Had the book contained this further notice, that the presentation of the book shall be taken to be full authority for paying the money, and this rule been brought distinctly to the knowledge of the depositor, and assented to by him, the bank would have been

justified in the payment on the forged order. — *Eaves vs. People's Savings Bank*, 27 Conn. Reports, p. 229.

#### SCALING DEPOSITS.

A savings bank in the course of its business met with a loss equal to 24 per cent. of its deposits, which sum was by vote of the directors apportioned *pro rata* among the depositors, and this action of the directors was afterwards validated and confirmed by resolve of the General Assembly. In an action by a depositor to recover his *pro rata* share of such loss, it was held that the defendant was merely the agent of the plaintiff to receive and hold his money, that the loss was occasioned by the plaintiff's own act through the instrumentality of his agent, and that independently of the resolve of the General Assembly he was not entitled to recover. — *Bunnell vs. Collinsville Sav. Soc.*, 39 Conn. Reports, p. 203.

#### SET-OFF.

A depositor in a savings bank, who is also a debtor to the bank as a borrower of its funds, cannot . . . set off the amount of his deposits against his indebtedness. When, however, a man indebted to a savings bank as borrower deposited an amount less than the debt, intending to use the money so deposited for a payment upon the debt, it was held that the amount deposited could be set off against the debt. A savings bank is an agent for the depositors, receiving and loaning their money, and its losses are their losses, and are to be borne by them equally to their interest. — *Osborn vs. Byrne*, 43 Conn. Reports, p. 155.

#### TREASURER'S BOND.

The treasurer of a savings association appointed in 1851 was annually re-appointed until 1858. Upon his first appointment he gave bond with sureties for the faithful discharge of the duties of his office, and no new bond was afterwards given. He committed no default until after his re-appointment in 1856. By the constitution of the corporation the directors were to be appointed annually, and they were to appoint the treasurer and other officers — all the officers of the

corporation to continue in office until the next annual meeting and until others should be elected in their stead. Held, that the office was an annual one, and that the obligation of the bond did not extend beyond the year for which the treasurer was first appointed. An official bond may be so drawn, in the case of an officer who is to be annually appointed, as to guarantee his fidelity while he remains in office under the first or successive appointments, but the language must be clear and definite, or the common law rule will control, and courts will treat it as an annual bond. — *Welch vs. Seymour*, 28 Conn. Reports, p. 387.



# INDEX TO LAWS.

	PAGE.
Agencies or branch offices prohibited, - - - - -	360
Agents of foreign investment companies, penalty for unlawful action of, - - -	383
Annual meetings, when special, may be called in place of, - - -	388
Appeals from receivers, when and how made, - - -	377
Attachments, effect on, of revocation of charter, - - -	338, 375, 376
Auditors of savings banks, appointment and duties of, - - -	371
Banks, term includes what in statutes, - - -	356
organized under banking laws of 1852, to retain rights, - - -	360
may become national banks, how, - - -	365
corporate powers not terminated, when, - - -	365
Bank Commissioners, appointment of, - - -	373
disqualifications for, - - -	374
duties and powers of, - - -	374
apportionment of salary of, by Comptroller, - - -	376
banks to give notice of indebtedness of, - - -	374
to make complaint in case of fraud, - - -	375
to examine banks, savings banks, trust and investment companies, - - -	374, 382
to examine with United States Bank Examiner, when, - - -	374
to examine investment companies, - - -	382
compensation for, - - -	383
may appoint deputy for examining, when, - - -	383
to determine when savings bank may buy bank building, - - -	371
on reduction of capital stock, - - -	363
to report same to General Assembly, - - -	363
may petition for receiver, when, - - -	375
to report violations of law, - - -	374, 383
to make annual report to Governor, - - -	374
returns to, - - -	364, 366, 372
receivers to make returns to, - - -	378, 379
Banking house, when savings bank allowed to buy, - - -	370
Bills of exchange and promissory notes (see Notes and Bills).	
Board of equalization, meetings of, - - -	391
Bonds of cashier or treasurer, to be recorded, - - -	364, 371
to be kept by president, - - -	364, 372
may be made continuous, how, - - -	396
of savings bank treasurer to be renewed every six years, - - -	371
what, savings banks may invest in, - - -	368, 369
held by savings banks, what, exempt from taxation, - - -	391
Books may be examined by State officers, when, - - -	361
stockholders, when, - - -	361, 362
Branch offices or agencies prohibited, - - -	360

	PAGE.
Capital stock, liability of directors limited to 20 per cent. of, -	362
of one director limited to 5 per cent. of, -	361
of one party limited to 15 per cent. of, -	360
how reduced, -	363
increase or decrease of, when national bank, -	367
lien on, for tax paid for non-resident, -	391
loan on own stock forbidden, -	360
loans may be made out of State, in excess of, -	360
of non-residents, how taxed, -	390, 391
shares of, how pledged, -	388
where taxable, -	389, 391
subscription to, by State or charitable corporation, -	361
rights of holders of non-transferable, -	361, 366
voting by proxy on, -	362
president or cashier not to vote on any but his own, -	362
what Commissioner of School Fund may vote on, -	362
what Treasurer of State may vote on, -	362
what may not be voted on, -	362
Cashier to give bond, -	363
office of, vacant for neglect to give bond, -	364
to give notice of indebtedness of Bank Commissioners, -	374
to publish statement of unclaimed dividends, -	364
to make quarterly statements to Bank Commissioners, -	364
to seize counterfeit coin, -	361
to stamp counterfeit bills, -	361
not to vote on any stock but his own, -	362
not to be treasurer of savings bank, when, -	368
paper not to be discounted for, -	360
or secretary to return to Comptroller list of non-resident stockholders, -	391
returns by, to assessors, -	389
Charters, amendments to, must be accepted, when, -	387
subject to alteration or repeal, -	386, 387
how declared to be forfeited, -	375
revocation of, effect on attachments, -	375, 376
void if not acted upon within two years, -	387
Christmas-day, notes falling due on, -	384, 385
Claims to be allowed or disallowed, by receivers, -	377
limitation of time for presenting to receivers, -	376, 377
when barred against receivers, -	378
Comptroller, returns to, list of non-resident stockholders, -	390, 391
by savings banks, statement of deposits, -	391
unclaimed deposits, -	372
Construction of statutes, -	356
Contingent fund of savings bank, limited to ten per cent. of deposits, -	371
Corporators of savings banks, removal of, -	372
to receive notice of meetings of, -	372
Counterfeit bills to be stamped, -	361
returns of amount stamped, -	361
coin to be seized when offered, -	361
Damages, rule of, on protest of foreign bills of exchange, -	385, 386

	PAGE.
Deposits, savings banks, from one person limited, - - -	370
how employed, - - -	368
how taxed, - - -	391
in trust, - - -	393
payment on forged order, - - -	394
to credit of another, - - -	394
scaling of, - - -	395
set off, when, - - -	396
statement of unclaimed, returned to Comptroller, -	372
Deputy Bank Commissioner, appointment and duties of, - - -	383
Directors, who may not be, - - -	363
officers of corporations owning stock eligible for, - - -	388
State entitled to, when, - - -	363
Governor may appoint, when, - - -	363
may accept resignation of, - - -	363
loans to, limited, - - -	362, 363
not to be paid for indorsing paper, - - -	363
must vote by yeas and nays in declaring dividend, - - -	363
of savings banks to appoint auditors, - - -	371
consenting to loan or investment, record of to be made, - - -	370
liable for loss caused by violating law, - - -	369, 373
Dividends, banks and trust companies', to be declared from net earnings only, - - -	360, 363
by yea and nay vote, - - -	363
list of unclaimed, to be published, - - -	364
of savings banks, amount of, regulated, - - -	371
discrimination in declaring, may be made, - - -	371
Ecclesiastical society, loan to by savings banks, - - -	369
Embezzlement by officer or agent, - - -	358
Examinations by Bank Commissioners, - - -	374
of banks by State officers, when allowed, - - -	361
by stockholders, when allowed, - - -	361, 362
False entries, penalty for making, - - -	359
Fast-day, notes falling due on, - - -	384
Fees of receivers, - - -	381
Foreign investment companies, examination of, - - -	382, 383
Bank Commissioners may accept certificate of, when, - - -	383
Forfeiture by agents of foreign investment companies for unlawful action, -	383
by cashier, failing to seize counterfeit coin, - - -	361
for voting on bank stock unlawfully, - - -	362
by cashier or secretary for failure to return list of non-resident stock, -	391
to make returns to assessors, - - -	389, 392
by director for being paid for endorsement, - - -	363
voting for unlawful dividend, - - -	363
by receivers for neglect, - - -	379, 381
by stockholder for giving false residence, - - -	390
for making excessive loan, - - -	360, 363
for failure to pay proportion of salary of Bank Commissioners, - - -	376
for failure to pay taxes to State, - - -	392



	PAGE.
Forfeiture for failure to make returns to Comptroller, - - -	392
for refusal to inform assessors of collateral held, - - -	390
for not delivering books and property to receivers, - - -	379
for embezzlement, - - -	356
for making false entries, - - -	357
for willful injury to mortgaged premises, - - -	256
by officers of savings banks for violation of law, - - -	370, 373
for becoming surety for borrower, - - -	370
by treasurer of savings bank for failure to give corporators notice of meeting, - - -	372
to return list of unclaimed deposits, - - -	372
by any one violating law regarding banks, savings banks, or trust companies, - - -	373
Fourth of July, notes falling due on, - - -	384, 385
Fraudulent conveyances by banks, etc., void, - - -	382
Grace, days of, not allowed on what paper, - - -	384
Holidays, what days are; notes falling due on, - - -	384, 385
Insurance, savings banks may collect for, paid on mortgaged property, -	370
Interest, rate of, allowed on savings bank loans, - - -	370
Investment of savings banks, what to be made in, - - -	368, 369
classification of, - - -	369
record of director consenting to, - - -	370
of trust funds, - - -	357, 358
Investment companies to be under supervision of Bank Commissioners, -	382
compensation for examination of, - - -	383
Bank Commissioners may receive certificate in lieu of, when, - - -	383
may limit corporate powers, - - -	387
subject to laws relating to banks, etc., - - -	382
Liability for stamping counterfeit bills by mistake, - - -	361
of directors of savings bank for loss caused by violating law, - - -	373
for consenting to unlawful loan, - - -	369
Limitations of credit given to one party, - - -	360, 369
of dividends, - - -	360, 363, 371
of obligation of directors, - - -	362, 363
of contingent fund of savings bank, - - -	371
of deposit from one person in savings bank, - - -	370
of loan on personal security to one person from savings bank, -	369
real estate to one-half its value, - - -	369
of salary of president of savings bank, - - -	370
of sum allowed for banking house by savings bank, - - -	370
of time for presenting claims to receivers, - - -	376, 377
Loans on own capital stock forbidden, - - -	360
by agent at other place than banking house forbidden, - - -	360
to one party limited, - - -	360, 369
to cashier or clerk forbidden, - - -	360
may be made out of State by bank, when, - - -	360
by savings bank on personal security to one person limited, - - -	369
additional security required when one person or firm only is holden, - - -	369

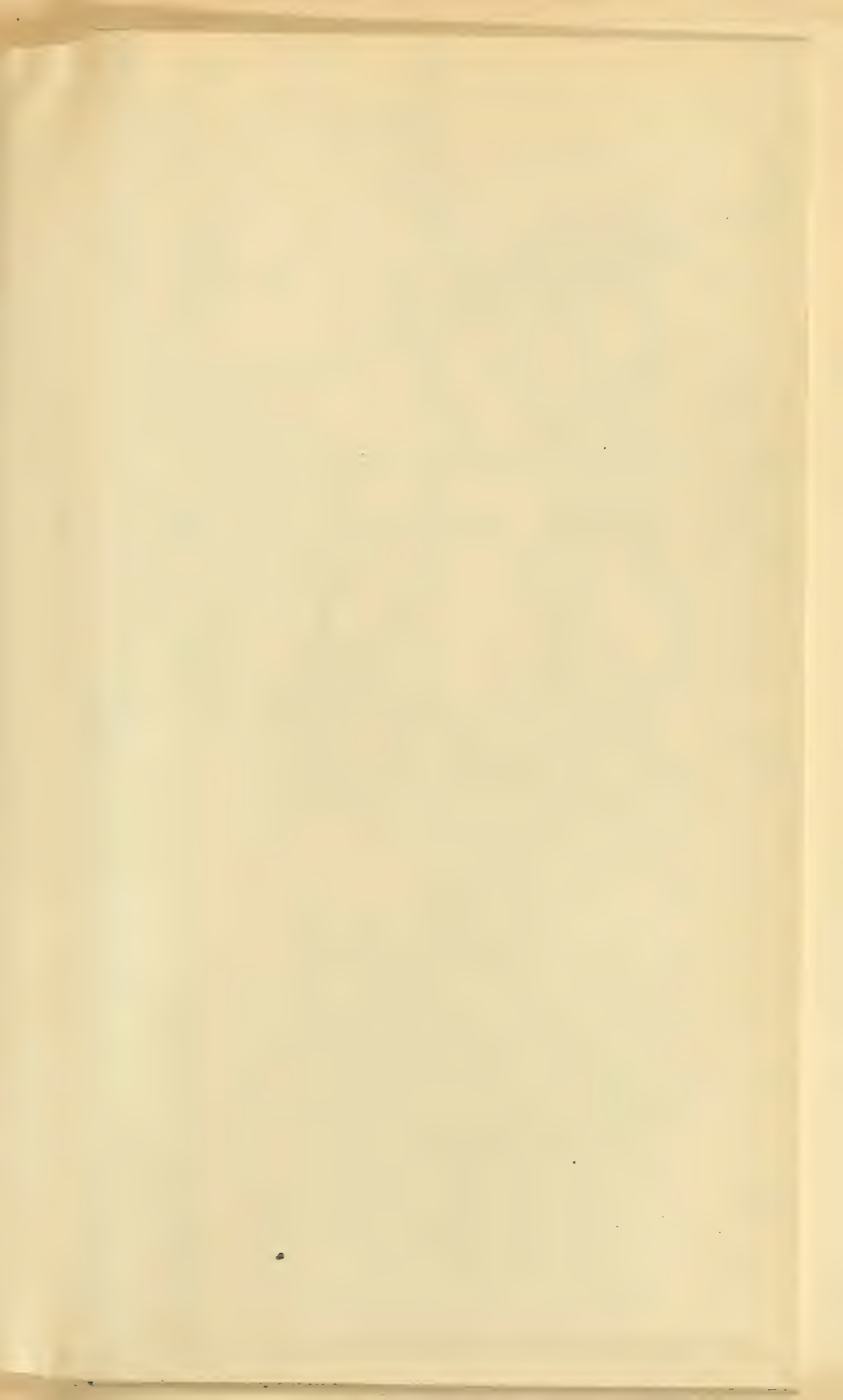
	PAGE.
Loans by savings banks on real estate, how made, - - -	369
not to be made on real estate situated out of State,	
exception in favor of Stafford and Stonington	368, 369
savings banks, - - - - -	369
to ecclesiastical society, - - - - -	369
to manufacturing corporation, - - - - -	369
record of directors consenting to, - - - - -	370
rate of interest allowed on, - - - - -	370
Location not to be changed except by General Assembly, - - -	389
Manufacturing corporation, loan to, by savings bank, - - -	369
Meetings, special, how called upon failure to hold annual, - - -	388
Memorial day, notes falling due on, - - - - -	384, 385
Mortgaged premises, willful injury to, by mortgagor, - - -	358
National banks, State banks may become, how, - - - - -	365
executors, etc., may represent stock, - - - - -	366
corporate powers of, not terminated by becoming, - - -	365
stockholders of, not dissenting, become shareholders of, - - -	365
stockholders of, not becoming shareholders, to be paid, - - -	366
appeal of, to Bank Commissioners, - - - - -	366
rights of holders of non-transferable stock, - - - - -	366
notice of, to comptroller, - - - - -	367
continuance of officers of, - - - - -	366
reconversion of, to State bank, - - - - -	367
New Year's day, note falling due on, - - - - -	382, 383
Notes and bills, when negotiable, - - - - -	382
when due on holidays, - - - - -	382, 383
demand, when overdue, - - - - -	382
contract of endorser in blank, - - - - -	382
notice to endorser of, - - - - -	383
rule of damage on protest of foreign, - - - - -	383
in payment of patent article to so state, - - - - -	384
Officers, embezzlement by, penalty for, - - - - -	358
not eligible to be Bank Commissioner, - - - - -	374
upon request to inform assessors what stock or bonds held as col-	
lateral, - - - - -	390
to stamp counterfeit bills, - - - - -	361
to continue, if converted to national bank, - - - - -	366
of savings banks not to be borrowers nor surety for borrowers, - - -	370
nor surety on bond of treasurer, - - - - -	372
not to be paid for selling securities to, - - - - -	370
or procuring loans for, - - - - -	370
vacancy, how filled, - - - - -	372
of State may examine banks, when, - - - - -	363
Penalties (see Forfeitures).	
President to keep bond of cashier or treasurer, - - - - -	364, 372
not to vote on any stock but his own, - - - - -	362
of savings banks, what compensation allowed, - - - - -	370
not to be surety on bond of treasurer, - - - - -	372
Promissory notes (see Notes and Bills).	

	PAGE.
Protests on notes or bills of exchange, - - - -	- 385
Proxy, voting, in meeting of stockholders, - - - -	- 388
not to be used at more than one annual meeting, - - - -	- 389
president or cashier cannot act as, - - - -	- 362
Railroad company, term includes what in statutes, - - - -	- 356
what bonds of, savings banks may buy, - - - -	- 368
Real estate, loan on, how made, - - - -	- 369
limited to one-half value of, - - - -	- 369
Receivers, appointment of, - - - -	375, 376
may be appointed by judge of Supreme Court, when, - - - -	375, 378
may be petitioned for by majority of stockholders, - - - -	- 376
appeals from, when and how made, - - - -	- 377
application for order on, how made, - - - -	- 380
to apply for dissolution of injunction, - - - -	- 381
appropriation of avails of property in hands of, - - - -	- 382
bonds of to be kept by clerk of court, - - - -	- 380
may compromise doubtful claims, - - - -	- 377
when, may not compromise claims against officers, - - - -	- 378
to deposit funds not called for with State Treasurer, - - - -	- 381
discharge of, - - - -	- 381
fees of, - - - -	381, 382
to file statements with clerk of court, - - - -	- 379
to lodge orders with clerk of court, - - - -	- 380
final disposition of funds in hands of, - - - -	- 381
to make inventory and appraisal of assets, - - - -	- 377
property in hands of, not subject to foreign attachment, - - - -	- 380
to receive proof of and allow or disallow claim, - - - -	- 377
limitation of time for presentation of claims to, - - - -	376, 377
to make returns to Bank Commissioners, - - - -	- 378
forfeiture for not making such returns, - - - -	879, 381
Reports of Bank Commissioners to Governor, - - - -	- 374
to assessors of, names of stockholders, - - - -	- 389
to Bank Commissioners of savings banks, - - - -	- 372
of banks, trusts, and investment companies, - - - -	364, 382
of receivers, - - - -	378, 379
to Comptroller of non-resident's stock, - - - -	- 390
of savings bank deposits, - - - -	- 391
of unclaimed savings bank deposits, - - - -	- 372
of Comptroller to General Assembly, of such deposits, - - - -	- 372
of unclaimed dividends to be published, - - - -	- 364
quarterly, to be published in a newspaper, - - - -	- 364
Reserve of cash and bonds to be kept on hand, - - - -	- 360
Savings banks, term includes what in statutes, - - - -	- 356
deposits of, how employed, - - - -	368, 369
how many officers of, may be officers of bank of discount, - - - -	- 368
Secretary to return to Comptroller list of non-resident stockholders, - - - -	390, 391
to return to assessors names of stockholders, - - - -	- 389
State entitled entitled to bank director, when, - - - -	- 363
how appointed, - - - -	- 363



	PAGE.
State entitled to bank director, Governor may accept resignation of, -	363
may appoint, when, -	363
Statements of banks, trust, and investment companies to be made quarterly to Bank Commissioners, - - - -	364, 382
the same to be published in a newspaper, - - - -	364
Stock (see Capital Stock).	
Stockholders may vote by proxy, - - - -	362
majority of, may petition for receiver, - - - -	376
may examine books, etc., when, - - - -	361
rights of, if bank converted to national, - - - -	365
Supreme Court, decisions of, - - - -	393
Surplus of savings bank, provisions as to, - - - -	371
Taxation, - - - -	389, 390, 392
Tax, State, on non-residents' stock, - - - -	390, 391
Teller, duty of, as to counterfeit bills, - - - -	361
Thanksgiving day, notes and bills falling due on, - - - -	384, 385
Treasurer to give bond, - - - -	363, 371
bond of, to be recorded, - - - -	364, 371
may be made continuous how, - - - -	396
to give notice of indebtedness of Bank Commissioners, - - - -	374
of savings bank, who may not be, - - - -	368
bond of, to be renewed every six years, - - - -	371
president or director to be surety on, - - - -	372
to make annual report to Bank Commissioners, - - - -	372
to make report whenever required by Bank Commissioners, - - - -	372
to return statement of deposit to Comptroller, - - - -	391
of unclaimed deposits to Comptroller, - - - -	372
to give notice of corporators' meeting, - - - -	372
Treasurers of trust companies to make statements to Bank Commissioners, - - - -	364
Trust funds, how loaned or invested, - - - -	357
may be deposited in savings banks, - - - -	358
Trustees (see Directors).	
Voting by proxy in meetings of stockholders, - - - -	388, 389
Washington's birthday, notes and bills falling due on, - - - -	384, 385
Words and phrases in statutes, construction of, - - - -	357









OF THE  
**Railroads of Connecticut**  
TO ACCOMPANY THE REPORT OF THE  
**RAILROAD COMMISSIONERS.**

**1889**  
PREPARED BY  
S.D. TILDEN, HARTFORD.

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Scale



1888.

36TH ANNUAL REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF CONNECTICUT,

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

ANNUAL RETURNS OF THE RAILROAD COMPANIES  
OF THE STATE FOR THE YEAR ENDING  
SEPTEMBER 30, 1888.

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PRINTED BY ORDER OF THE LEGISLATURE.

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HARTFORD, CONN.:  
PRESS OF THE CASE, LOCKWOOD & BRAINARD COMPANY.  
1889.





# State of Connecticut.

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## REPORT.

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*To His Excellency, MORGAN G. BULKELEY, Governor of Connecticut :*

We respectfully submit the thirty-sixth annual report of the Railroad Commissioners, being that for the year 1888. The returns of the companies for the year ending September 30, 1888, and the statistical statements and tables prepared therefrom, will be submitted later.

New work in railroad building has been confined to the completion of the Meriden & Waterbury, the building of the Huntington branch of the New Haven & Derby, and the Newtown branch of the Housatonic, forming the so-called Derby extension, referred to in our last report, and the work done on the Thames River bridge and its approaches for the extension of the New York, Providence & Boston and its all-rail connection with the Shore Line and New London Northern railroads. In the line of providing increased facilities and better accommodations, the principal work during the year has been the new docks, floats, and freight house of the Housatonic at the Wilson's Point terminus of the Danbury & Norwalk, the new iron bridge across the Connecticut on the Shore Line at Saybrook, and the Asylum Street crossing and new passenger station at Hartford, and the enlarged terminal facilities of the New Haven & Derby at New Haven. All of these matters will be more fully referred to in speaking of the several roads.

### CAPITAL STOCK AND INDEBTEDNESS.

The total amount of capital stock issued as reported by the companies on the 30th of September last was \$63,213,608.34,

being a net increase of \$1,227,880.88. Of this increase \$1,150,400 was issued by the Housatonic, \$272,000 by the New York & New England, \$200,000 was by the merger of the Meriden & Cromwell and the Meriden & Waterbury into the Meriden, Waterbury & Connecticut River, \$26,400 by the Hartford & Connecticut Western, \$26,380.88 by the Boston & New York Air Line, \$800 by the Shepaug, Litchfield & Northern, and \$400 by the New Haven & Derby. The stock of the Connecticut Central disappears from the returns by the absorption of that road in the New York & New England by the completion of the foreclosure proceedings. \$250,000 of the New York & New England increase was new preferred stock issued, and the balance was on conversion of old Berdell bonds, only \$266,000 of which now remain to be converted. The increase in the stock of the Housatonic is the result of the adjustment made with the holders of the old preferred stock and the common stock under authority of the special act approved July 6, 1870. The New York, Providence & Boston railroad company reports \$980,199 as receipts on new capital stock not yet issued.

The total funded and floating debt of the companies is \$36,521,007.02, an increase of \$4,787,622.18, being chiefly an increase of \$1,960,000 in the funded debt of the Housatonic, with a decrease of \$182,890.37 in its floating debt; an increase of \$639,000 in the funded debt of the New York & New England, and \$1,128,516.05 in the floating debt of the of the New York & New Haven. The Meriden, Waterbury & Connecticut River railroad company comes in with \$200,000 of funded and \$543,876.35 of floating debt. The indebtedness of the Connecticut Central disappears from the returns.

The total stock and debt is \$99,734,614.80, an increase of \$5,028,502.50. The stock averages \$43,819.83 per mile of road or \$36,053.25 per mile of single track, not including sidings. The debt is \$25,316.45 per mile of road, or \$20,829.39 per mile of single track.

## GROSS EARNINGS.

The gross earnings for the year amounted to \$18,839,042.11, which was an increase of \$689,686.15, or 3.80 per cent. The increase in passenger earnings, which amounted to \$8,249,094.87, was less than last year, being \$227,925.54, or 2.84 per cent. Freight earnings, which amounted to \$9,064,789.57, increased only about half as much as last year, the increase being \$234,405.32 or 2.65 per cent. All the companies except the New London Northern, and the Shepaug, show some increase in passenger earnings, the greatest amount having been on the New York & New England, amounting to \$177,880.39 or 11.18 per cent. The proportionate increase was slightly more on the New Haven & Derby, or 11.88 per cent. All the companies also show an increase in freight earnings except the New London Northern and the South Manchester. The greatest actual increase was on the New York & New England, though the greatest proportionate increase was on the Housatonic, amounting to 8.83 per cent.

## OPERATING EXPENSES.

The increase in operating expenses was more than double the increase in gross earnings, amounting in all to \$14,164,565.51, an increase of \$1,616,861.75, or 12.88 per cent., and being 75.20 per cent. of the gross earnings. The operating expenses of the New York, New Haven & Hartford increased \$756,010.60, and those of the New York & New England \$625,065.84.

## NET EARNINGS.

The increase of operating expenses being so much more than the increase in gross earnings, of course the net earnings are very much less than last year, amounting to only \$4,677,299.74, which is a falling off of \$924,452.46, or 16.50 per cent. Under our system of returns, net earnings are reported before interest or taxes are deducted; if we deduct the \$1,881,462.65 paid for interest and the \$841,477.33 for taxes it leaves but \$1,954,359.76, or 3.09 per cent. on the whole amount of capital stock issued by our companies.



## DIVIDENDS.

Omitting the \$26,400 paid by the Hartford & Connecticut Western on the exchange of bonds for stock on account of the one and one-half per cent. dividend of December 1, 1882, and the cash paid and additional stock issued to the holders of the old preferred stock of the Housatonic R. R. Co. in the settlement made with them, dividends were paid during the year to the total amount of \$2,757,128.67 upon \$33,988,677.46 of capital stock of twelve companies, including only the preferred stock of the New England, and of the Rockville, in rates varying from one per cent. to ten per cent. and averaging 8.11 per cent. on that amount of stock, the roads of nine companies out of the twelve being under lease. Including the Housatonic new stock, and that of the Hartford & Connecticut Western, there was \$30,224,930.88 of capital stock upon which no dividends were paid, making the average 4.36 per cent. on the total stock of all the companies. In addition to the dividends paid there was expended for betterments and charged to operating expenses \$462,384.49 by the New York, New Haven & Hartford, and \$89,957.16 by the New York, Providence & Boston railroad companies.

## PROPERTY ACCOUNTS.

Not including in this statement the unfinished Ridgefield & New York, the New York & Connecticut Air Line, or the Hartford & Harlem railroads, the permanent investments, including cash and cash assets, have increased \$6,240,301.35, amounting to \$108,546,016.58 in all. This total is divided as follows: construction account, \$84,311,962.74; equipment account, \$12,048,817.45; other permanent investments, \$3,363,812.71; cash and cash assets, \$8,821,423.68. The construction account now averages \$58,445.26 per mile of road, main line and branches, or \$48,085.90 per mile of single track, not including sidings. This is an increase from last year of \$2,038.69 per mile of road, and of \$1,633.39 per mile of single track. The equipment account now averages

\$7,876.17 per mile of road operated, which is an increase of \$127.22 per mile.

#### LENGTH OF ROADS.

The finishing of the Meriden & Waterbury railroad has added 17.57 miles to the length of roads in the State. The construction of the Huntington branch of the New Haven & Derby and the Newtown branch of the Housatonic was not completed at the date of the returns. The total length of railroads in this State is now returned as 990.70 miles, of which 183.22 is double track, making 1173.92 single track miles. Adding to this the length of sidings, given as 307.62 miles, the total length of tracks in the State on the 30th of last September was 1,481.54.

#### PASSENGERS AND FREIGHT CARRIED.

There were carried on our roads during the year 22,972,666 passengers, which was an increase of 1,592,045, or 7.45 per cent. All the roads except the New York, Providence & Boston, and the South Manchester show an increase. The greatest proportionate increase was on the New Haven & Derby, amounting to a little over 30 per cent. The quantity of freight carried was less by 710,163 tons or 8.41 per cent. than last year, amounting to 7,729,549 tons in all. The passengers were carried an average of 19.38 miles each, and the freight an average of 66.48 miles per ton. While passengers were carried on the average about a half mile less distance than last year, each ton of freight was carried an average of 13.60 miles further.

#### TRAIN MILEAGE.

The total train mileage was 14,175,440 miles, an increase of 835,818 miles, or 6.31 per cent. The mileage of passenger trains was 6,849,291, an increase of 502,099, or almost 8 per cent. The mileage of freight trains was 4,673,783, an increase of 365,629, or 8.48 per cent. The miscellaneous mileage was 26,664 less than last year, amounting to 2,552,366. The greatest proportionate increase was on the Housa-

tonic, having been 20.57 per cent. in passenger train mileage and 37.56 per cent. in freight. The following tables show the number of passengers and freight carried each year beginning with 1879, also the mileage of passenger and freight trains and the passenger and freight earnings, with the percentages of increase or decrease each year, and the per cent. of increase from 1879 to 1888, inclusive.

	Passengers carried.	Per cent. of increase.	Passenger train — mileage.	Per cent. of increase.	Passenger earnings.	Per cent. of increase.
1879	9,538,056	.....	4,396,698	.....	\$4,651,279.92	.....
1880	11,723,633	23.96	4,471,815	1.71	5,314,224.64	14.25
1881	13,205,826	12.73	4,929,498	10.23	6,110,390.50	14.98
1882	15,406,786	16.67	5,481,783	11.20	6,706,304.61	9.75
1883	16,352,617	6.14	5,848,310	6.69	7,041,937.02	5.05
1884	16,957,574	3.70	5,891,372	.73	7,208,545.77	3.78
1885	17,430,921	2.79	6,009,251	2.00	7,171,389.92	*2.24
1886	19,011,381	9.06	6,146,401	2.12	7,754,571.26	8.13
1887	21,380,621	12.46	6,347,192	5.83	8,021,169.33	3.43
1888	22,972,666	7.45	6,849,291	7.91	8,249,094.87	2.84
1879 } to 1888 }	.....	140.85	.....	55.78	.....	77.35

	Tons of freight carried.	Per cent. of increase.	Freight train — mileage.	Per cent. of increase.	Freight earnings.	Per cent. of increase.
1879	4,371,845	.....	3,003,614	.....	\$5,291,791.24	.....
1880	5,095,963	16.57	3,150,909	4.90	6,134,583.84	15.92
1881	5,839,358	14.57	3,635,579	15.38	6,672,145.40	7.13
1882	6,646,838	13.83	4,123,846	13.43	7,376,878.75	10.56
1883	7,219,469	8.46	4,372,635	6.03	8,003,510.07	8.49
1884	8,169,319	13.15	4,160,321	*4.86	7,537,516.66	*5.82
1885	6,873,997	*15.86	3,800,597	*8.65	7,284,985.37	*3.48
1886	7,925,815	15.30	4,148,540	9.15	8,383,431.08	13.70
1887	8,438,712	6.48	4,308,164	3.84	8,830,384.15	5.45
1888	7,729,549	*8.41	4,673,783	8.48	9,064,789.57	2.65
1879 } to 1888 }	.....	79.09	.....	55.61	.....	71.30

\* Decrease.



## EARNINGS AND EXPENSES PER MILE OPERATED.

The total number of miles of road operated was 1,529.78 and the gross earnings per mile average \$12,314.87, an increase of 3.77 per cent. The operating expenses averaged \$9,259.15 per mile, an increase of 12.84 per cent. The net earnings per mile operated averaged \$3,057.49, a loss of \$605.70, or 16.53 per cent.

## EARNINGS AND EXPENSES PER MILE RUN.

The gross earnings per mile run averaged one dollar thirty three cents and nine mills, being three cents and one mill less than last year. The gross expenses averaged one dollar and seven mills, being five cents and nine mills more than last year. The net earnings averaged thirty-three cents and two mills per mile run, a falling off of nine cents and one mill from last year.

## MAINTENANCE OF ROADS.

The average cost of maintenance of road per mile operated was \$1,622.14, which was \$139.93 more than the preceding year. The average cost of maintenance per mile run was \$0.176 or half a cent more than last year.

## CONDITION OF THE ROADS.

A comparison of the present with the former condition of the railroads of the State enables us to realize the extent and importance of the improvements being made from year to year. Take for instance the size, appearance, cost and convenience of the station buildings in most of the important business centers as compared with those which preceded them. The old structures still remaining in various parts of the State emphasize this contrast. Still more striking is the contrast between the strong, permanent stone and iron bridges which now span most of our large water-ways, and the wooden structures which were displaced by them. Even the long pieces of pile bridging, which must necessarily remain for a long time to come, are gradually being floored and

guarded in such a manner as to increase their strength and safety in case of derailment. Heavier steel rails than those formerly used are being laid upon those roads doing the largest amount of business. The amount of stone ballast is yearly increasing and should be extended over the most important thoroughfares. In no one particular is the progress being made so apparent as in the character of the passenger equipment now being brought into use upon our important roads. This is made forcibly evident when it becomes necessary, on some special occasion, to bring out and use the equipment which was in use many years ago. The amount expended by the various companies during the past year for repairs of roadbed, track, bridges, buildings, and for new equipment indicates that substantial progress has been made in each of these departments. The increased weight of the locomotives and other equipment used and the increased tonnage of freight-cars, require a more solid roadbed, heavier rails, and bridges of larger safe carrying capacity than were formerly needed, and the companies are realizing and meeting these requirements. The largest two companies in the State have laid over twelve thousand tons of new and heavier steel rails during the past year, equivalent to about one hundred and twenty miles of new track, and the light and partly worn rails removed have, in many instances, been laid upon branch lines doing a lighter traffic. It is interesting to observe the tendency of railroad companies to increase materially the weight of the passenger equipment now in use, with little or no increase of capacity. The proportion between the dead and live weight of a modern express passenger train is such as to suggest the inquiry whether a lighter equipment would not do the same work at a much less cost, and with equal safety. The opposite tendency has prevailed in regard to freight trains. The tonnage load of freight cars has been more than doubled, with only a slight proportional increase in the weight of the cars. The remarkable snow storm of 1888, beginning Sunday evening March 11th and continuing until Wednesday morning March 14th, blockading the railroads, and interrupting the general

business of the section of the country through which it extended from Monday until Saturday, resulted in a large loss of revenue to the railroads of the State, and the various damages resulting therefrom, with the cost of removing of the snow make an important addition to the operating expenses of the year. It was an unusual experience, and our railroads found themselves suddenly confronted with a condition of things against which they were unprepared to contend successfully.

#### HOUSATONIC RAILROAD.

The old wooden bridge over the Housatonic River near New Milford has been removed, and new abutments and piers of first-class masonry have been built, upon which a substantial iron bridge has been erected, consisting of three spans of 113 feet each. The contractor for the iron work was R. J. Burrall, of Springfield, Mass. The roadbed and track are in excellent condition, and the care taken to collect and orderly dispose of all old refuse material as it accumulates on the line adds much to the tidy appearance of the road.

On the 16th day of December, 1887, the company presented its petition for our approval of the location of the Newtown branch, extending from Botsford station through the towns of Newtown and Monroe to a point in the town of Huntington,  $9\frac{6}{10}$  miles distant from the place of beginning, where it connects with an extension of the New Haven & Derby railroad. The location was examined January 4, 1888, and our certificate of approval was issued on the 20th day of the same month. The extension crosses nine highways, none of which are crossed at grade, except an unused and abandoned one, which is crossed on a level therewith, for the special reason that "if it is in fact a legal highway, it is no longer used as such, but is, and for a long time has been, impracticable for wagon traveling." The construction was begun in the early spring and was prosecuted with vigor during the past summer, and on the 14th day of November last it was examined, and we gave our permission to open the same for business, restricting the speed over certain temporary structures



where the permanent bridges or embankments had not been completed. It was put in operation soon after, and the Housatonic thus given a direct connection with New Haven and made a competitor with other companies for the business of New Haven, Derby, Birmingham, Ansonia, and Shelton. The company has applied for permission to increase its capital stock not less than \$4,500,000 nor more than \$6,000,000 for the purpose of extending its line westerly to a connection with the Danbury & Norwalk railroad, and easterly to a connection with the New Haven & Derby railroad in the town of Orange, also for the purpose of double tracking the Housatonic and Danbury & Norwalk railroads, and building other branches not named. The gross earnings are \$104,863.79 more than last year, the operating expenses are increased \$50,312.53 and the net earnings are \$54,551.26 in excess of the previous year.

#### DANBURY & NORWALK DIVISION.

Extensive improvements have been made the past year in the dock facilities at Wilson's Point. The dock has been enlarged and extended, and a freight shed has been erected over a portion of it, and a substantial iron transfer bridge has been constructed for the transfer of cars to steamers and barges. The new dock is 324 feet long and 62 feet wide, the covered portion being 290 feet long and 37 feet wide. The iron transfer bridge is 100 feet long and 42 feet wide, and the approach to the same is 326 feet long and 35 feet wide. A large amount of dredging has been done to deepen the water around the dock, and in the approaches thereto. Steamers, barges and tugs of large capacity are being provided for the transaction of business between this point and New York city. We understand that a company has been organized, called the New England Terminal Company, with a capital stock of \$200,000, one-half of which is to be taken by the New York & New England company, and the balance by the Housatonic and the Danbury & Norwalk companies, and that bonds are to be issued to the amount of \$800,000, the pay-

ment of which is to be guaranteed by the New York & New England and the Housatonic companies. It is the purpose of the company to transport freight in cars, upon steamers, or barges, between Wilson's Point and New York city, where quite extensive wharf facilities have been secured for receiving and discharging such freight.

An iron girder bridge has been erected between Branchville and Georgetown, in place of a wooden bridge which was burned the past summer, and one has also been erected upon new masonry foundations between Wilton and South Wilton. The track of this division has been maintained in its usually good condition. A new iron turn table has been erected at Wilson's Point, and new water tanks, with a capacity of 65,000 gallons each, have been erected at Wilson's Point and at Danbury.

#### HARTFORD & CONNECTICUT WESTERN RAILROAD.

An effort was made last winter to obtain from the Massachusetts Legislature special permission to extend this road from Tariffville to Springfield, Mass., which was unsuccessful on account of the opposition of a local competing line projected through southern Massachusetts. In consequence of this failure nothing has been done towards the construction of this proposed extension. The Poughkeepsie bridge has been completed and its connections with existing lines on both sides of the Hudson River are being rapidly established. The bridge is a stupendous structure, designed, constructed, and erected by the Union Bridge Company of Buffalo, N. Y., and reflects great credit on the engineering skill which planned it. What its effect will be in diverting the current of traffic between the East and West will soon be made apparent. With proper connections and extensions the Hartford & Connecticut Western railroad will be in a position to attract a considerable share of the traffic over the bridge to and from New England. The track, roadbed, and bridges have been maintained during the past year in good condition. The gross earnings are \$7,753.95 more than last year, the

operating expenses have been increased \$14,247.18 and the net earnings are diminished \$6,493.23.

#### MERIDEN, WATERBURY & CONNECTICUT RIVER RAILROAD.

The construction of the Meriden & Waterbury Railroad from its connection with the Meriden & Cromwell line to Dublin Street in the city of Waterbury was completed in June last, and on the 29th day of that month we gave the company permission to open it for business, restricting the speed of trains over certain temporary structures, and where the alignment and surface had not been perfected. It was soon after consolidated with the Meriden & Cromwell Company under the name of the Meriden, Waterbury & Connecticut River Railroad Company. A connection with the New York, New Haven & Hartford railroad is now being constructed near the intersection of the two roads in Meriden and a connection has also been made with the New York & New England railroad in Waterbury. A large amount of work has been done since the road was opened, in effecting an entrance into the city of Waterbury, and in filling some of the high trestles on the line ; also in ballasting and otherwise improving the condition of the road, and in providing depots, sidings, and other facilities for the transaction of its business.

#### NEW HAVEN & DERBY RAILROAD.

The location of the Derby branch, extending from the west end of the bridge of the New Haven & Derby railroad over the Naugatuck River, in the town of Derby, across the Housatonic River into the town of Huntington, and thence along the west bank of the river to a point of intersection with the Newtown branch of the Housatonic railroad, which point of intersection is  $3\frac{7.8}{100}$  miles from the place of beginning, was approved by us February 6, 1888. The branch was constructed during the past summer, and on November 14th, after an examination, we gave the company unrestricted permission to open it for business. It is in an un-



sually good condition for a new line. The work of carrying Center Street, in Shelton, over the branch is not yet entirely completed, nor is the permanent bridge over the Housatonic River yet erected. Something has been done to develop and improve the new station grounds in the city of New Haven, although proceedings elsewhere described have somewhat retarded the progress of that work. New passenger and freight station buildings have been erected, sidings have been laid upon the new grounds for the accommodation of its freight and passenger business, which has been transferred to the new location. The bridges on the main line in Derby have been materially improved the past season by being provided with a standard floor and guard timbers. The track and roadbed have been maintained in good condition. The gross earnings are increased \$11,803.62, the operating expenses have increased \$5,002.28, and the net earnings are \$6,801.24 more than last year. The equipment is reported as increased by the addition of two locomotives, one passenger car, and three merchandise cars.

#### NEW LONDON NORTHERN RAILROAD.

Several of the iron bridges on the line of this road, which were considered light for the present requirements of railroad traffic, have been materially strengthened during the past year. A new riveted iron bridge of one hundred and four feet span has been erected the past season near South Coventry. It is a strong, substantial structure, and constitutes an important permanent improvement. The bridges generally have been kept in good repair, and the track and road-bed have been maintained in good condition. About four miles of new steel rails have been laid in the track during the year past. The gross earnings are increased \$16,532.34, the operating expenses are reduced \$6,276.86, and the net earnings are \$22,809.20 more than last year. Two passenger cars have been added to the equipment.

## NEW YORK &amp; NEW ENGLAND RAILROAD.

Over four thousand tons of steel rails have been laid in the main track of this road during the past year, equivalent to about thirty-four miles of new track, and the partly worn rails displaced have, many of them, been laid on branch lines. There has been a very marked improvement in the condition of the Connecticut Central and Melrose branches, also in the condition of the track and bridges on the Providence division. The engine-house and repair shops at East Hartford, referred to in our last report, have been completed, and are now in operation, being a decided improvement upon those abandoned in the city of Hartford. This change, with the increased yard facilities provided for switching and making up freight trains, must enable the company to do this work to a greater advantage than in the heart of a populous city, and greatly relieve the latter from the danger and annoyance incident thereto. It is a subject worthy of serious consideration by our railroad companies, whether they cannot, in many instances, procure, at much less cost, outside of the populous centers, better and more extended facilities for much of the switching now done across important streets and thoroughfares, and thus obviate much of the danger and inconvenience arising therefrom.

A new passenger station has been erected at East Hartford, and a new freight station at Manchester. Many of the bridges and sharp curves on the various divisions of the road have been provided with guard rails, thus diminishing liability to accident in case of derailment thereon. Substantial progress has been made in that portion of the Asylum Street improvement in Hartford which affects this road. The completion of the changes in the West Main and Burritt Street crossing in New Britain eliminates a dangerous grade crossing and improves the grade of the railroad, affording it an opportunity to extend its double track. It is officially stated that the Hudson Suspension Bridge & Railroad Company propose to suspend a bridge over the Hudson River near Peekskill, and to build a road from the west end of the same to a connection with the Erie

railroad, and from the east end thereof easterly to a point in Somerstown, N. Y. The New York & New England Company proposes to extend its line from Brewsters, N. Y., to a connection with the Bridge Company's line in Somerstown, thus opening an all-rail line for its western freight via this new route, thus avoiding the expense, uncertainty, and delay of a transfer by boat at Fishkill. It is expected that the bridge and its connections will be constructed and be ready for operation in about two and one-half years. The gross earnings are increased \$1,055,765.98; the operating expenses are increased \$1,104,311.01, and the net earnings are \$48,545.03 less than last year. The report shows that 20 locomotives, 38 passenger cars, and 1,267 merchandise cars, have been added to the equipment of the previous year.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

NEW YORK DIVISION.

During the year ending September 30, 1888, new steel rails weighing 73½ pounds per yard were laid in Connecticut between Port Chester and a point one mile south of Westport; also between East Bridgeport and a point one mile east of Naugatuck Junction, and between Woodmont and New Haven. The entire track between Port Chester and New Haven has been re-lined the past year under the supervision and direction of the engineering department, taking out many irregularities which were found to exist, and making the numerous curves regular and uniform, and graduating the approaches thereto in such a manner as to contribute materially to the smoothness and steadiness with which trains move around them, thus adding much to the ease and comfort of the traveling public, at the same time greatly reducing the strain and wear upon both track and equipment. The interlocking block signal system, referred to at length in our last report, has been completed and brought into successful operation, with the satisfactory results then predicted. Three grade crossings in the town of Westport have been changed, by depressing the grade of two highways so as to pass under the railroad.



Preliminary steps have been taken towards similar desirable changes at other points on this division, as explained elsewhere in this report. Track tanks have been constructed near Stamford, at an expense of about \$28,000, to supply express trains with water while in motion. The most important improvement on this division is the four track work between Port Chester and New Rochelle, in the State of New York. It is expected in the near future to extend this improvement from Port Chester to New Haven, and if continued and completed on the same scale as it has been prosecuted thus far, it will greatly increase the facilities and capacity of the division. An ingenious device has been attached to the draw-bridges at South Norwalk and the Housatonic River, by means of which the signals, when set at danger, are automatically locked by the act of raising the end rails of the draw, preparatory to opening the same, and cannot be restored to safety until automatically unlocked by returning each rail to its proper position. A new engine-house has been erected at New Canaan, and a covered platform has been constructed at the passenger station there.

#### HARTFORD DIVISION.

A large amount of material has been excavated and removed from the hill at the west end of the Connecticut River bridge, near Windsor Locks, in order to eliminate two sharp reverse curves, and thus improve the alignment of the track on the west approach to the bridge. It was a much needed improvement as it has always been difficult to maintain the track in good condition where it was originally laid, on the slope of a bank of clay, which was inclined to slip towards the river. Much of the material obtained in the progress of this work has been utilized in enlarging and extending the freight yard in the northern part of the city of Hartford, the area and capacity of which has been greatly increased during the past year by the purchase of a large amount of property, which has been graded, and upon which

a large number of tracks have been laid parallel to and on both sides of the main line, making it one of the largest and most convenient freight yards in the State, and furnishing facilities for doing much of the switching heretofore done within the city. Additional tracks have been laid in the freight yard at Commerce Street, in Hartford, and the street has been graded and improved, affording additional facilities for receiving and discharging freight from cars. Electric block signals have been placed at Thompsonville, Warehouse Point, Windsor Locks, and Windsor as an additional protection against accident, and it is proposed to place them at all stations between Hartford and New Haven. Electric bells have been placed at two highways in Windsor. South Colony Street in Meriden has been depressed to pass under the railroad, and an iron girder bridge has been erected to carry three railroad tracks over the street. That portion of the Asylum Street improvement, in Hartford, pertaining to this road is now well advanced. Freight trains are now passing over the elevated tracks. The passenger station is erected and covered, and is rapidly approaching completion. It is expected to be ready for use early the coming spring. No expense is being spared to make it spacious and convenient in all its appointments and arrangements. When completed it will be the most expensive station building in the State. It is unique in design but its length, narrowness, location and surroundings prevent any very imposing architectural effect being produced.

#### SHORE LINE DIVISION.

Since our last report the new station building at Branford has been opened for public use, and a freight station has been erected, and additional tracks and station facilities have been provided there. A new station building is now being erected at the junction with the Hartford division, and a flag station has been located at Crescent Beach. The erection of the iron bridge over the Connecticut River has been progressing slowly, owing to the prevailing high water in the river during the latter part of the season, and is not yet completed.

Three spans, including the draw span, have been put in place, and the remaining three spans will be erected as early as possible next spring. Grading for double track has been done at Jordan's Cove, Four Mile River, and at Waterford, and at the first two places named new masonry and iron bridges have been erected in place of pile bridging, the balance of which has been converted into an embankment. An overhead highway bridge has been built at Saltonstall's crossing, and an undergrade highway crossing has been constructed at Sachem's Head. Other changes of highways are in progress at various places on the line of this division. The anticipated increase of traffic over the division in consequence of the early completion of the double track bridge over the Thames at New London is likely soon to require a double track to accommodate it. The track, roadbed, and bridges are in good condition.

#### AIR LINE DIVISION.

There is a scarcity of good material for ballast on the line of this division, and there are many narrow, wet cuts where it is much needed. This want has been met in many localities by the liberal use of cinders for ballast, which has greatly improved the condition of the track, protecting it in a great measure from the action of frost, and making it possible to preserve a much better surface in winter. A short span, 55 feet in length, has been removed from the east end of the Connecticut River bridge, and an embankment has been substituted therefor, and a similar span at the west end of the bridge has been replaced by a much stronger iron-girder bridge. New abutments have been built the past season at each end of the iron bridge at Cobalt, much improving its condition. The bridges have been maintained in good condition by such renewals and repairs as were needed. A portion of the long piling across the Quinnipiac River and meadows near New Haven, has been provided with a standard floor, and it is hoped that this desirable improvement may be extended over the balance of this and all similar structures



on all our roads. The grade of the track has been improved in various places, and the bridges and masonry have been raised to correspond therewith.

About 250 tons of steel rails have been laid on the Colchester branch, and 100 tons of steel rails have been laid on the main line of the division. A new overhead highway bridge has been placed over the track at Middletown. A long siding for the better accommodation of freight trains has been laid the past year near Middletown and on the Colchester branch at Turnerville, and also at Portland to provide proper facilities for handling the extensive quarry business transacted there.

#### NAUGATUCK DIVISION.

During the past year the masonry and new iron bridge at Torrington, and the change of line and new bridge at Hinchcliff, both of which were alluded to in our last report, as then in progress, have been completed, and constitute important permanent improvements of the most substantial character. Other work of a similar character to that at Hinchcliff could be done in many places on this division, straightening the line, and reducing the curvature, which would greatly diminish the cost of operating the road. The greater the traffic of the road, the more important these changes become. No new work of importance has been projected during the past year, but a large amount of work has been done in the line of general repairs of the roadbed, track, and bridges. Much has been done on the upper part of the line to improve the ballast and drainage of the roadbed, and in consequence thereof the condition of track has been greatly improved.

#### NEW HAVEN & NORTHAMPTON DIVISION.

The track on this division has been much improved, during the past year, by a large amount of ballasting and general repairs of roadbed. Especially is this true of the New Hartford branch. A roof for the protection of passengers has been erected over the platforms of the passenger station at Farmington.

## HARTFORD &amp; CONNECTICUT VALLEY DIVISION.

The track, roadbed, and bridges of this division have been maintained in good condition. In many places the shoulders of the roadbed have been widened, and new piles have been driven in some of the pile bridges. The track is in good line and surface, and shows evidence of excellent care and management.

The gross earnings of the various roads, now included in the "Consolidated system," have been increased the past year \$227,858.03, the operating expenses are increased \$756,010.60, and the net earnings are reduced \$528,152.57. The equipment has been increased by the addition of eleven locomotives, sixty-five passenger cars, and nineteen merchandize cars.

## NEW YORK, PROVIDENCE &amp; BOSTON RAILROAD.

The double tracking of this line is practically completed to the point where the east approach to the new bridge, now being constructed over the Thames River, diverges from the main line. The character of the work is substantial, and reflects much credit upon the skill and good judgment displayed in planning and directing it. The new masonry of the various bridges which have been re-built is first-class both in material and workmanship, and the new bridges, which are mostly iron, are strong, permanent structures. The bridge now in process of construction by this company, over the Thames River at New London, is one of the most important improvements recently undertaken within the State. So great has been the advance in the art of bridge building that the wide and deep rivers which were formerly crossed only by means of ferries, subject to many detentions, and much danger, are now being rapidly spanned by bridges which constitute some of the most important public improvements of our time. For instance, the first bridge over the Missouri River was built at Kansas City twenty-one years ago, and was then considered to be quite a remarkable engineering achievement. Now sixteen railroad bridges span the river, and eight or ten

more are projected. This single instance is but an illustration of what has been done elsewhere. For a long time it was thought impracticable to bridge the Hudson below Albany, the Connecticut below Hartford, and the Thames at New London, consequently, the main currents of travel from New England westward crossed the Hudson either at Albany or New York City, and, practically, the river between these points, for a distance of one hundred and sixty miles, formed a seemingly impassable barrier to all east and west railroad travel. The completion of the Poughkeepsie bridge, and the construction of other bridges now projected, seems likely to change this situation materially. There are now four currents of travel between Boston and New York crossing the Connecticut River, one at Warehouse Point, another at Hartford, still another at Middletown, and the fourth at Lyme, where the Shore Line route crosses, which has been steadily growing in popular favor, the only serious objection to it being the transfer by boat across the Thames River at New London. To obviate this objection the New York, Providence & Boston railroad company began, early the past summer, the construction of a double track steel bridge across the river at Winthrop's Point. The west approach to the bridge begins at a point 170 feet north of the passenger station in New London, where it curves to the left of the tracks of the New London Northern railroad and runs northerly substantially parallel with it to a point on the west side of Winthrop's Cove, where it curves easterly, crossing the cove, and passing over the New London Northern railroad on a bridge, thence to the west abutment of the proposed bridge at Winthrop's Point, distant 4,950 feet from the place of beginning. The entire length of the bridge across the river is to be 1,422 feet, consisting of five spans. The draw span is to be 502 feet in length, with a clear opening for navigation on each side of the center pier of 225 feet. Adjoining the draw at each end will be a span of 310 feet, and the shore spans will be 150 feet each. The shore spans will be deck bridges, and the balance of the structure will be a through bridge.



The grade line of the tracks across the bridge will be 38 feet above low water, with a clearance of 30 feet under the bridge for small sailing craft. The greatest difficulty to be encountered will be in constructing the foundations for the piers at the center and at each end of the draw span, owing to the depth of water and mud at the location of each of those structures. The depth of water is about 57 feet, and the depth of mud about 80 feet. Instead of giving at this time a detailed description of the method of construction proposed, which may be modified or changed by some unforeseen contingency which may arise in the progress of the work, we hope to be able to give in our next report a detailed description of the work as actually done, which will be valuable as a matter of record. The masonry of the east and west abutments and of the shore piers is completed, and the steel for both shore spans is on the ground, and the erection of the same will be commenced early in January. The masonry of the center pier of the draw will probably be settled upon the pile foundations by January 10th, and by that time the piles for the two end piers of the draw will be driven and cut off. The cribs for each of these piers are already in place, and three hundred piles are already driven and cut off in the foundation of the one located at the east end of the draw.

From the east end of the bridge the line passes in a southeasterly direction  $3\frac{88}{100}$  miles to a junction with the main line of the New York, Providence & Boston railroad. The embankment on the easterly approach next to the east abutment will be 50 feet high, extending 1,500 feet in length, and will contain 45,000 cubic yards of filling, the material for which is to be furnished from a cut made in passing over the summit of the ridge, which will be 21 feet deep, and 2,500 feet long. There is considerable heavy work in the construction of the eastern approach, and it is estimated to cost about \$51,000 per mile to complete it ready for traffic. It is expected that the bridge and its approaches will be completed during the summer of 1889. The two distinguishing features

of the bridge will be its long draw span and deep-water foundations.

The contract for the erection of the bridge, including the foundations, has been awarded to the Union Bridge Company of Buffalo, N. Y., and it has sub-let the latter to Alexander McGaw of Philadelphia, who has had a large experience in similar work. The material for the masonry is obtained from the Leete's Island Quarries. The distinguished bridge-engineer, Mr. A. P. Boller of New York city, is the chief engineer of the work, and Mr. J. Albert Monroe is his resident engineer in charge of the same.

The gross earnings of the company are increased \$26,371.34, the operating expenses are increased \$130,975.77, and the net earnings are reduced \$104,604.43.

One locomotive, six passenger cars, and sixteen merchandise cars have been added to the equipment.

#### SHEPAUG, LITCHFIELD & NORTHERN RAILROAD.

A new engine-house, repair-shop, and turn-table have been built at Hawleyville, and a turn-table has also been constructed at Roxbury. Considerable work has been done the past year in general repairs of track and bridges, and three hundred tons of steel rails have been laid. The condition of the road compares favorably with that of the previous year. The gross earnings are \$418.41 less than last year, the operating expenses have been reduced \$5,079.49, and the net earnings are \$4,661.08 more than last year.

#### SOUTH MANCHESTER RAILROAD.

Extensive improvements have been made on the line of this road during the past year, the cost of which has been charged to operating expenses, thus leaving a deficiency of \$2,723.14. The freight yard of the company at South Manchester has been enlarged, graded, and improved, in doing which, about 75,000 cubic yards of material have been excavated and deposited in embankment, thus adding about two acres to the area of the yard. At the north end of the yard a highway, formerly crossing at grade, has been carried under the road, and

masonry abutments and an iron bridge have been constructed to carry the railroad across the same. At the south end of the yard the wooden bridge which formerly carried a highway over the railroad has been removed, and the opening having been increased by the enlargement of the yard to about 140 feet, the street is now carried over this space by an iron viaduct resting upon iron supports. The freight-house, car-shed, and engine-house have been re-fitted in first-class condition and are models of convenience and neatness. The road-bed and track are in excellent condition.

#### NEW YORK & CONNECTICUT AIR LINE RAILWAY COMPANY.

No progress has been made in the construction of this road during the year, and we are not officially informed of its future intentions.

#### RIDGEFIELD & NEW YORK RAILROAD.

No progress has been made during the past year in the construction of this road. The company has given notice that it intends to apply to the next legislature for an extension of time in which to secure the right of way, and complete the construction of the road.

### ACCIDENTS.

#### TO PASSENGERS.

No train accident attended with fatal or very serious injury to passengers occurred during the year, though seven passengers were more or less hurt by the derailment of a train at Unionville on the New Hartford branch of the Northampton railroad on the 13th of last February. Three other passengers were reported as injured by falling from trains, and eight others jumped from moving trains and were injured, two of them fatally.

#### TO EMPLOYEES.

But the number of employees injured we regret to say increased nearly fifty per cent., rising from 230 last year to 334 this year. Of this number thirty were fatally hurt as against twenty-two last year. As usual the greatest number



injured in any single manner was in coupling or uncoupling cars, being 133 in all, only two of whom were fatally injured. The total number of fatal injuries was thirty; most of these were in consequence of either falling or being knocked off the cars. Fifty-four in all are reported as having fallen from the trains, and there were 147 others injured from miscellaneous causes.

It is of course conceded that whenever the use of automatic couplers becomes general the unavoidable accidents in coupling cars will be very few, and as we have elsewhere stated there seems now to be no reason why the immediate use of such couplers should not be required in all renewals, and on new cars.

#### AT HIGHWAY CROSSINGS.

The injuries at highway crossings have been gratifyingly few, amounting to only thirteen in all, and but two of these resulted in death. Last year there were thirty-five injured, and twenty-two of them either killed or fatally injured. We have no doubt but that this decrease in injuries has in a great degree been owing to the elimination of some of the more dangerous crossings, and the additional protection provided at others. We also think that the universal attention which has been given to the subject of grade crossings has led to greater care on the part of persons traveling on the highways and crossing the tracks. We however greatly fear that the increase in the number of horse-railroads and electric railways crossing our railroads at grade will result in very serious accidents at these crossings.

#### TRESPASSERS.

We class as trespassers those who are neither passengers, employees, nor travelers on the highways. Of this class 130 were injured, and it is noticeable how large a proportion resulted fatally, the number having been sixty-four, or within one of one-half. It may be remembered that last year just one-half of the one hundred injured were either killed or died from their injuries. The great number of fatal injuries to

trespassers brings the total of such up to ninety-six out of 482, or 19.91 per cent.

#### TERMINAL FACILITIES OF NEW HAVEN & DERBY RAILROAD.

Perhaps nothing more important as regards the legal rights of railroad companies has been called to notice during the year than the decision of the Supreme Court in the matter of the terminal facilities of the New Haven & Derby railroad company at New Haven.

For the purpose of providing the necessary ground for passenger and freight stations, shops, and additional tracks required for the expected increase of business, the company desired to secure the whole of a wedge-shaped piece of land running to a point at its western end, and lying between the railroad on the south and Silver Street on the north, and extending from Commerce Street on the east to Cedar Street on the west, and intersected north and south by three other streets. Most of the land belonging to individual owners had been acquired by purchase and authority was given to take the rest by condemnation. The railroad company further asked the Commissioners to permit them to close the three intersecting streets and allow them to be occupied for railroad purposes and to require travel upon those streets either to make use of other existing streets or of the extension of Silver Street, to be opened by the company to Commerce Street. The Commissioners were of the opinion that the law made a marked distinction between the right of a railroad company to take and occupy lands without the limits of highways and the taking and occupying the highways themselves. That while a company might have a right to construct its railroad upon a level with the highway, whenever so authorized by the Commissioners, for "special reasons," yet that if not so authorized it must, except as stated below, either carry its railroad over the highway or the highway over the railroad, and that the right to construct on a level did not necessarily include the right to take entire possession and occupancy of the highway, to the complete exclusion of

public travel thereon, and in fact to discontinue the highway, even though other avenues of travel existed or should be provided. We were of opinion that the right to thus take exclusive possession of the highway was to be confined to cases where the railroad and highway ran in the same general direction, and from the peculiarities of the location it became necessary in order that the railroad might be constructed on the best site for it, to occupy the highway for some portion of its length to such a degree as to make it impracticable either to use the highway in its original location or to bridge either it or the railroad. When, however, the railroad and the highway cross each other practically at right angles, as in this case, then we thought the law required that the one should be carried over the other, unless indeed, as stated above, it should be practicable to use both on a level, and it should be thought safe and wise to permit this to be done. Such we understood to be the decision of the Superior Court in the case of the extension of the New Hartford branch of the New Haven & Northampton railroad over the Greenwoods turnpike in New Hartford, as well as the doctrine held by the Supreme Court in the reported cases. In this case it was generally agreed that it would be very unsafe to permit the crossings to continue at grade, and therefore, believing we had no power to close the streets, we declined to grant the petition. Whereupon an application was made by the railroad company to the Superior Court for a mandamus directing us to exercise jurisdiction in the matter. A finding of facts was agreed upon between us and the counsel for the company, and the case was reserved for the advice of the Supreme Court of Errors. A brief was filed by us in that court, but no other appearance was made in opposition. The court held that the power to take land included the power to take all interests attached to it or growing out of it, and that streets and highways were no exception to this rule, and that the legislature intended not only that the tracks of the railroad might be laid on the best site for the benefit of the company, but also that depots should be placed in the



best location for the benefit of the public, and that neither of these intentions should be defeated by the existence of highways. The court accordingly found that the company had the power, subject to our approval, to take the premises in question for the purposes named in the petition, and that we had jurisdiction of the matter, and that it was our duty to approve or disapprove of the location, as the needs of the public might require. A mandamus was therefore issued by the Superior Court, and after a further hearing we made our order, directing Liberty Street, one of the three streets intersected, to be carried over the railroad, and permitting the other two to be closed, and also directing Silver Street to be extended to Commerce Street. This decision of the Supreme Court establishes a very important power in railroad companies, and one heretofore not generally recognized: the power to bring their roads into or through the very heart of a city, and locate their stations upon and across its streets, closing the streets and appropriating them to railroad uses, provided only the approval of the Railroad Commissioners be first obtained. The entire opinion of the Supreme Court in this case will be of interest, and we give it in the Appendix, together with the briefs on either side. The decision is broad enough to raise the inquiry whether some grade crossings of highways may not be closed without the construction of any new highway, provided the Commissioners find that the needs of the public so require.

#### GRADE CROSSINGS.

The expediency, and we may add the necessity, of eliminating grade crossings so fast as practicable are no longer open questions in this State. The executive and legislative departments of the government have long been committed to this policy. Public sentiment, even in those communities upon which a portion of the burden of their removal has fallen, favor it, and during the past year, as never before, our courts have indorsed and sustained it. It is a noticeable fact that, in the appeals taken from our orders and tried by differ-

ent judges, our orders have in nearly every instance been sustained as to the separation of grades, while in the cases remanded it was only in order that further consideration might be given as to the manner in which the separation should be effected, and in two at least of these it was because the change ordered by us was not thought by the court to be radical enough. That the judges should differ among themselves and with us as to some of the details of construction, and in regard to the apportionment of expense, was to be expected. As stated in our last report, there were then pending before us proceedings in regard to alterations at forty grade crossings, all but three being upon petition of the New York, New Haven & Hartford Railroad Company. The same company brought its petition, under date of February 18, 1888, for the elimination of two grade crossings in the town of Stamford. This petition was continued from time to time till last month, when, in accordance with the agreement between the company and town, an order was passed directing the company to carry one of the highways under the railroad at its own expense, and at an estimated cost of \$3,100 for temporary work till the question of a change in location of the railroad is determined. Action in regard to the other crossing has been adjourned by agreement until next April.

It also brought, under date of January 9, 1888, two supplemental petitions in regard to the highways in Madison, which were heard in connection with the petitions then pending, and the order made for the elimination of all the crossings in that town, as elsewhere stated. The same company brought its petitions, under date of November 30th, for the removal of the remaining three grade crossings in the town of Westport. These petitions were heard on the 21st of December, and continued, pending negotiations between the town and railroad company, which it is thought will result in an agreement as to the order to be made,—the selectmen and the people generally in this town having, in all proceedings before us, evinced a desire to agree with the railroad company both as to the manner in which the changes should be made and the

apportionment of the expense. The only other petition of this character brought during the year was that of Thos. B. Gunning, Jr., and wife for the separation of one, or, if thought best, two crossings in Wilton, on the Danbury & Norwalk railroad. This last petition was brought under the section of the statutes which authorizes the Commissioners, at their own instance, to order such alterations of highways crossed at grade by a railroad as in their opinion public safety requires. The petition was very strongly opposed by the town and also by the railroad company. Under all the circumstances we thought best to dismiss the application.

Of the petitions pending a year ago, those in regard to Monroe Street, in South Norwalk, the five crossings in Stratford, the Woodmont crossing in Milford, two in Guilford, one in Lyme, and one in New London, are still pending, but no further hearings have been had upon them except in regard to the New London crossing. In the case of the crossing next east of the Norwalk draw-bridge, an order was passed by us on the 8th of February directing the highway to be carried under the railroad in the existing line of the highway. All the work to be done by the railroad company, and the town to pay the company on the completion of the work the sum of one thousand dollars towards the cost. From this order the town took an appeal, which is still pending. Our decision in the Fairfield case was published on the 13th of February, providing for the separation of grade at twelve crossings, including one supposed to be a trespass crossing, and in connection with a previous order eliminating all the grade crossings in that town. All the work was to be done by the railroad company at an estimated cost of \$135,565, of which amount \$12,000 was to be repaid by the town in four annual payments after the completion of the alterations. An appeal was also taken from this order by the town, and was heard by the Superior Court in connection with an appeal before taken from the other order spoken of, and the appeal taken last year from our order in regard to Fitch's crossing in Norwalk. The court disaffirmed our order in regard to



three of the Fairfield crossings in order that the matters might go back to us for further consideration. In regard to five others our orders were affirmed so far as regarded the alterations to be made, except that the width of roadway was increased six feet, and as to the other four and Fitch's crossing our orders were affirmed as to the alterations. The court, however, placed the entire cost of the changes upon the railroad company, "simply on the ground that inasmuch as the separation of grade in each instance is rendered necessary because four tracks will be laid in the near future and the necessity is created by the railroad company, it should bear that expense under all the circumstances disclosed in the evidence." From this decision an appeal was taken to the Supreme Court of Errors by the town of Fairfield on account of dissatisfaction with the alterations ordered at one of the crossings, and by the railroad company on account of the entire expense of the change being placed upon it. These appeals were tried in the Supreme Court last month, but are not yet decided. The finding by the Superior Court and the briefs of counsel are given in the Appendix. If any portion of the expense was to be assessed upon the town we presume the twelve thousand dollars which we required the town to pay would not generally be regarded as an excessive assessment, and had we been of opinion, as was the Superior Court, that the separation of grades was only rendered necessary by reason of the proposed four tracks, we might have been led to the same conclusion as to the payment of the expense. But such was not our opinion. We ordered the separation of grades because we thought that public safety at the time we made the order and under the circumstances then existing required the separation. Unless the conditions then existing justified our order we did not suppose we had the authority to make it. The same principle has governed our action upon the Shore Line railroad.

We have ordered grades separated on that railroad not because of the danger which will come whenever the road may

be double tracked, but because public safety requires it under existing conditions. The railroad company has undoubtedly pressed its petitions because of its expectation to four track its New York & New Haven division and double track its Shore Line division, and we have so far taken this expectation into account that whenever the alterations ordered have provided for such contingencies, we have assessed upon the railroad company the whole of the increase in cost caused thereby. No orders other than those mentioned above have been made by us during the year as to crossings between New York and New Haven.

Upon the Shore Line, at Branford, where a new station had been built by the company, we ordered, in accordance with what was understood to be the agreement of the parties, that the street crossing the tracks a little west of the new station should be closed at the crossing and carried across back of the new station into the street, crossing the railroad on the east of the station. An appeal was taken by the town from this order, and on the ground that the order was issued under a misunderstanding and did not sufficiently avoid the dangers of the crossings the court remanded the matter to us for further consideration.

In Guilford, in accordance with an agreement between the railroad company and the town, an order was made providing for the changing of the Sachem's Head road so as to go under the railroad and certain other changes in connecting highways. This has been done and the improvement is very satisfactory to all parties.

In Madison there were nine highways crossing the railroad, two of them having double crossings, so as to be practically eleven crossings. A number of hearings were had upon the petitions for changes at these crossings, and adjournments made pending negotiation between the railroad company and the town. A final hearing was had on the 14th of September, when it appeared that the parties had substantially agreed upon plans which would reduce the number of crossings to five of which three should be carried over the tracks and two



under. The estimated cost of these changes was about \$55,000, and the parties had come within \$3,500 of agreeing on the apportionment, but were unable to complete their agreement. It seemed best to us, under the circumstances, to add this amount to what the railroad was willing to pay the town and thus practically relieve the town of any payment in consideration of their consenting to the abandonment of the four crossings. An order was therefore made by us in accordance with the plans agreed upon, the entire expense to be borne by the company, unless the estimate of the work to be done by the town should be exceeded. This order was acquiesced in, and the town has commenced its part of the work.

In Waterford we have ordered the highway at the station to be carried under the railroad, a little easterly of the station, the work to be done by the railroad company and the town to pay \$1,000 towards the cost on the completion of the changes. The total cost was estimated at \$7,275. The town has taken an appeal from this order, which is still pending.

#### NAUGATUCK RAILROAD.

The final hearings on the petition of the New York, New Haven & Hartford Railroad Company, for the separation of the grades at the crossing of the Naugatuck railroad and Burnham Street, in the city of Waterbury, and the petition of said city for additional protection at said crossings and also at the Bank and West Main Street crossings in said city were heard on the 6th of January, and orders were made by us directing that Burnham and West Main Streets be both carried over the railroad, and for the West Main Street change that the railroad be moved about forty-five feet to the west. Of the expense for the changes, estimated at a little over \$54,000, we assessed \$8,500 on the city and the remainder on the company. From this decision the city took an appeal, which is still pending.

#### NEW YORK & NEW ENGLAND RAILROAD.

On the same date we had our final hearing upon the petition of said city that we designate whether the proposed ex-



tension of Burnham Street should pass under or over the New York & New England railroad, and also upon the petition of the railroad company that we order Bank and Riverside Streets, which were crossed almost at their point of intersection by the railroad, to be both carried under the tracks. We directed that the extension of Burnham Street be carried under the railroad, and that after its construction the crossing of Riverside Street be so changed as to no longer to cross at grade, but that its location from Burnham Street to Bank Street be altered so that it should pass under the railroad in the same place and coincident with Burnham Street, but in view of the cost of more important changes which we had ordered, and of the fact that Bank Street was guarded by gates, and that the cost of eliminating the crossing would not be increased by delay, we thought that the change might be postponed with safety, and therefore declined to order it. From this order the city took an appeal, not being satisfied with the decision in regard to Riverside Street. The appeal has been tried in the Superior Court, and though the finding of the judge has not been completed it is understood that the Court has directed that Bank Street be carried under the railroad in accordance with the plans submitted to us, and that the present crossing of Riverside Street be discontinued and a new street, to be opened parallel with the railroad from Bank to Burnham Street. One-third of the entire cost to be paid by the city, and two-thirds by the railroad company.

Of the other crossings which had been ordered changed at the time of our last report, the work in Westport has been completed in accordance with the agreement between the railroad company and town, and two under crossings substituted for three at grade. Owing to the unexpected obstacles found the expense of the change at Compo crossing was much greater for the company than expected.

The appeal taken in the East Haven cases was dismissed, the order of the Commissioners affirmed, and work is in progress both by the company and town. At Saltonstall's crossing at Branford, and at the Ark Road the work has been

finished. No appeal was taken from the order in regard to McCann's and McNierney's crossings in this town, and the work to be done by the company has been finished, but that to be done by the town has not yet been commenced.

Our orders in regard to the five crossings in Westbrook were affirmed by the Superior Court in the appeal taken by the town, but the matter has been taken to the Supreme Court and heard there, but not yet decided. No work has therefore been done under the orders. We give in the Appendix the finding by the Superior Court and the briefs of the counsel. The appeal taken in the Saybrook cases is still pending. No appeals were taken from the orders for the change of one crossing in each of the towns of Lyme, Clinton, Colchester, New Haven, and Meriden, and the changes have been made. No appeal was taken from the orders in regard to the three crossings in Niantic (East Lyme) and the work to be done by the company is finished. The town has not yet completed its part. The grade has been separated at fourteen crossings during the year, and under all the circumstances the progress made in eliminating grade crossings has been satisfactory, and the excitement which prevailed a year and a half since in some portions of the State, for fear that an unbearable burden was to be imposed upon the towns to remove such crossings, has to a great degree abated and much more of a disposition has been manifested to agree with the railroad company in regard to the changes to be made and the apportionment of the expenses. Still it is probable that various modifications of the law will be proposed at this session of the Legislature. The situation in the State is somewhat complicated by our location between the States of New York and Massachusetts with their different laws on this subject. In New York there is no provision for the apportionment of the expenses of these changes, nor indeed any general law under which the changes can be required, and essentially the entire cost has been borne by the railroad company, consequently it has seemed unreasonable to the towns along the line of the New York & New Haven road in Connecticut that



the expensive changes of highway crossings in New York should be at the expense of the company, while in our own State the towns should be compelled to share in this cost. In Massachusetts, on the other hand, the same principle was recognized upon which our own law was based, to wit, that as both roads, highway and railroad, existed at grade with equal authority of law, as both town and company contributed to the danger, and as it was the public safety that necessitated the change, therefore the expenses should be apportioned between those who maintained the two roadways. The difficulty experienced by the Commissioners under the present law has not been in regard to the manner in which the alterations should be made, for with the exception of the town of Fairfield, which in the hearings before us declined to express any wish as to most of the matters of detail, the towns and railroad companies have practically agreed as to the changes to be made. Naturally the most trying and delicate part of our duty has been the apportionment of expense. The principles governing us have been stated in former reports, and we have endeavored to so apply those principles as to do justice to both parties. The railroad companies, though acquiescing in our apportionments, have expressed themselves as feeling that we placed too large a part of the expense upon them, and that we have considered too much their better ability to pay.

The managers of the New York, New Haven & Hartford railroad insist that it would be better to have a fixed, unvarying rule of apportionment, and favor the making of it upon the basis of priority of construction, the railroad to pay the entire expense when the highway was first constructed and the town in cases where the railroad was built first. If that principle was embodied in our laws, equity would require that towns should pay the entire cost of constructing new highways across railroads, instead of one-half the cost as the law now requires, just as now railroad companies have to pay all the cost of building new railroads over highways. A year ago our investigations showed that the total number of legal grade



crossings in the State was 1,215, of which number 76 had been constructed since the several railroads were built. This would make the proportion of such crossings to be a trifle over six per cent. of the whole. If the expense was to be apportioned on this basis, it would place somewhat greater amount on the companies as a whole than the average of our assessments on the New York, New Haven & Hartford. Such an apportionment would have this in its favor that, as a rule, the less growing and prosperous towns would have nothing to pay, while the more thriving and therefore better able towns would pay a greater proportion than we have assessed in cases where an elimination of all the crossings in a town was to be done at practically the same time. Ninety-seven towns out of the one hundred and twenty-nine having grade crossings would escape all expenses under such a rule of apportionment. As between the different railroad companies such a rule would not work equally, as under it the New London Northern would have to pay for the change of every crossing but one, and the Hartford & Connecticut Western for all on its line.

The proposition however which two years ago received the most approval, and which passed the House of Representatives, was to relieve the towns from all direct expense and divide the cost of eliminating the crossings between the railroad companies and the State. If such a law is to be passed, it should also provide that what has heretofore been paid by towns for separation of grades should be repaid them by the State. A fixed rule of apportionment upon whatever basis it should be made would of course be a great relief to the Commissioners. But we can not recommend the adoption of any rule of that character. Our experience, particularly for the past two years, has satisfied us that such a rule would be more likely to work unfairly in the State at large than the present law, which permits the Commissioners to consider all the circumstances of each particular case and then allows an appeal from our decisions to the Superior Court, with the further opportunity to have the judgments of that Court reviewed by the Supreme Court. Neither should any law be passed which would make it possible for either a railroad

company or a town to compel, without the approval of some disinterested tribunal, the elimination of any crossing, for human nature is such that were a law passed without restrictions, apportioning expense according to priority of construction, the town authorities would be likely to at once call for the separation of grade at those crossings for which the company was to pay and the railroad call for the elimination of those for which the towns were to pay. While if the expenses were to be divided between the State and the companies, it would almost necessarily follow that a great many of the crossings which are now thought by the local authorities "to be safe enough" would in their judgment become so dangerous as to require immediate change. Were either proposition to become law the cost of getting rid of the crossings in the State would be much increased, as there would be no longer any motive for the towns to consent, as in some instances they now do, that some of the crossings should be closed altogether and the highways discontinued. Neither on the other hand should a law be passed which positively restricts the number of crossings which may be eliminated in any one town in a single year, for it frequently occurs that the best interest of all parties require the adoption of some plan which shall include changes for the whole length of the railroad in one or more towns, which it would be impracticable to carry out if one or two highways only could be changed in a season.

For further information we give the table showing the crossings ordered by us changed since the first of June, 1887, with the estimated expense and the apportionment. We also repeat in the Appendix, corrected to the present time, the table showing the highways in each town and on each railroad in the State. We have adhered to the basis of last year as made town by town, for while the interest in this question has led the companies to institute careful examinations as to which are legal crossings and which are not, and therefore make some difference in the returns, yet as these investigations have not been perfected we have thought best, except in a single instance, to make no changes other than those required by the eliminations of crossings.



STATEMENT OF CROSSINGS OF RAILROADS AND HIGHWAYS ORDERED BY THE RAILROAD COMMISSIONERS SINCE JUNE 1, 1887, TO BE CHANGED SO AS NOT TO CROSS AT GRADE.

RAILROADS.	Towns.	Number of crossings.	Estimated cost of change.	Apportioned on the Town.	Total.	Balance on railroad company.
Shore Line,.....	Branford,....	5	\$18,555	\$1,500 <i>a</i> , and new road,.....	\$3,000	\$15,555
Shore Line,.....	Clinton,.....	1	8,375	1,500,.....	1,500	6,875
B. & N. Y. Air Line,.....	Colchester,...	1	8,600 <i>b</i>	1,000,.....	1,000	7,600
New York & New Haven, ..	Darien,.....	2	12,530	.....	.....	12,530
Shore Line,.....	East Haven, ..	3	12,130	2,250 <i>a</i> , and new road,.....	2,550	9,580
Shore Line,.....	East Lyme,...	3	10,500	New road <i>a</i> ,.....	1,500 <i>c</i>	9,000
Shore Line,.....	Guilford,....	1	9,270	New road <i>a</i> ,.....	1,700 <i>c</i>	7,570
Hartford & New Haven,...	Meriden,.....	1	6,910	One-half, not exceeding,.....	3,450	3,460
Shore Line,.....	New Haven,...	1	.....	One-half <i>d</i> ,.....	.....	.....
New York & New Haven, ..	Norwalk,....	1	7,400	1,200, and right of way,.....	1,600 <i>c</i>	5,800
Shore Line,.....	Lyme,.....	1	5,110	1,000 <i>a</i> ,.....	1,000	4,110
Shore Line,.....	Saybrook,....	4	22,250	3,000, and new road,.....	4,000 <i>c</i>	18,250
Shore Line,.....	Westbrook, ..	5	55,610	2,000, and new road and approaches, 1,000 <i>c</i>	3,000 <i>c</i>	32,610
New York & New Haven, ..	Westport,....	3	25,910	Two new highways,.....	2,225 <i>c</i>	23,685
New York & New Haven, ..	Stamford,....	1	3,100	<i>a</i> and <i>f</i> ,.....	.....	3,100
New York & New Haven, ..	Norwalk,....	1	9,800	1,000,.....	1,000	8,800
New York & New Haven, ..	Fairfield,....	11	135,565	12,000,.....	12,000	123,565
Shore Line,.....	Branford,....	1	4,300	$\frac{1}{2}$ acre of land,.....	170 <i>c</i>	4,130
Shore Line,.....	Madison,....	11	54,728	New roads <i>e</i> ,.....	.....	54,728
Shore Line,.....	Waterford,...	1	7,275	1,000,.....	1,000	6,275
Naugatuck,.....	Waterbury,...	2	45,710	8,500,.....	8,500	37,200
New York & New England, ..	Waterbury, ..	1	.....	<i>d</i> ,.....	.....	.....
		61	\$443,628		\$49,195	\$394,433

*a* By agreement between Town and Railroad Company.

*b* Original estimate on which apportionment was made, \$6,000.

*c* Estimated.

*d* No new work and no expense, unless damages to adjoining properties.

[Company to the amount of \$12,000.

*e* Highways to be built by Town, but paid for by Railroad

*f* Temporary work.



Upon the same statute under which the petitions for the elimination of grade crossings have been brought, the Selectmen of Putnam, under date of January 18th, brought a petition for an alteration in a crossing where the highway was already carried over the railroad. The selectmen desired a wider bridge with provision for sidewalk for foot travel as well as an ordinary roadway and that the sides and approaches to the bridge be shut in. The original intention of the statute was only to provide for the removal of grade crossings, but its provisions seemed to us to be broad enough to authorize what was asked for, and thinking public safety required it an order was made accordingly. Not being satisfied with the manner in which the work was being done the town called upon us just before its completion last month to make some additional orders. This matter is still pending.

We have sundry statutes which recognize the danger of highways running parallel with railroad tracks, such as the law prohibiting the construction of a highway within three hundred feet of a railroad without the consent of a judge of the Superior Court, and the statutes providing for the change of such highways now existing alongside of railroads at the joint expense of the towns and the companies, and in cases of railroads hereafter located providing for such changes, when necessary, at the expense of the company alone. We do not, however, recall any decision in this State in which the relative rights and obligations of travelers upon such highways and of railroad companies and their employees have been so distinctly defined as in the decision of the Supreme Court in the recent case of Bailey against the Hartford & Connecticut Valley Railroad Company. The plaintiff was injured as he was driving along a highway parallel with and adjacent to the railroad, by his horse taking fright at the whistle sounded on the approach to a grade crossing, he claiming that the engineer should have seen him and not have sounded the whistle. Similar complaints have frequently been made to us, and while it is possible that an engineer may wantonly blow his whistle, yet we have never found such a

case on investigation. Ordinarily it will be found, as in this case, that the engineer has sounded his whistle at the point indicated by the whistling post; a neglect to do which would have subjected him to criminal prosecution. The Court says "the law requires of managers of railroad trains the utmost possible care for the safety of their own passengers. A section of the statutes directs with particularity what the engineer of a train must do when approaching a grade crossing. These are duties of the very highest nature. The duty which such managers are under to persons traveling on a highway is a limited one at the most, and one that should never be permitted to interfere in the slightest degree with the higher duty they owe to their own passengers and to persons upon grade crossings. Under no circumstances are they required to exercise more than ordinary caution and care towards persons traveling on a highway." The whole opinion will be found of interest not only to railroad men, but also to all who use the highways. It will be found in the Appendix.

#### HEATING AND LIGHTING CARS.

The General Assembly of 1887 passed an act approved May 4th, as follows:

SECTION 1. It shall be the duty of all railroad companies, trustees in possession, and receivers, operating any railroad in this State, to report to the Board of Railroad Commissioners, in their several returns for the year 1887, the system of lighting and heating in use upon the passenger cars of their several roads.

SEC. 2. After the first day of November, 1887, the Board of Railroad Commissioners may make any and all orders which shall seem to them to be required by public safety and prudence relative to heating and lighting passenger cars, and shall report any neglect by any of said companies, trustees in possession, or receivers, to comply with such orders, to the next General Assembly.

Pursuant to the authority conferred by this act, after the required returns had been received, on the 13th of December, 1887, we issued our orders, directing that no mineral oil of

less than 300 degrees fire test be used for the lighting of passenger cars, and directing that all new passenger cars thereafter built or purchased be equipped for continuous heating. We also gave notice that a subsequent order might be expected requiring by the present season that all passenger cars should be provided with some system of continuous heating instead of by stoves. Our action and the reasons for it were fully given in our report last year. When those orders were issued we confidently expected that the experience of the past winter would so far solve the difficulties involved in the system of continuous heating as to justify us in ordering that all trains other than mixed or freight trains should be so equipped before this time. But these orders brought out the fact that many of our most intelligent and experienced railroad men questioned whether any system of continuous heating had been sufficiently perfected to be safe and adapted to a promiscuous passenger car service without at times subjecting passengers to considerable discomfort and possible danger.

So firmly convinced were the managers of our roads that the time had not come for the general use of steam heating, that they felt justified in disregarding our direction that their new passenger cars be equipped for continuous heating, and suffer such neglect to be reported to the General Assembly. Neither the New York, New Haven & Hartford, the Housatonic, the Meriden, Waterbury & Connecticut River, nor the New York, Providence & Boston, all of which companies have either bought or built new passenger cars, have equipped them for steam heating, but the New York, Providence & Boston company have fourteen of their old cars so equipped, five with the Martin system, five with the New York Safety Car Heating Co.'s system, and four by a system of their own, and the New York & New England has equipped twenty-seven new cars and forty-three old ones for continuous heating, by the J. A. Shinn system, and the New London Northern has three cars equipped for steam heating. These adverse views led us to



somewhat distrust the correctness of our own opinions. This distrust was increased by the fact that the experience of the winter was not so entirely satisfactory as was generally expected. So unsatisfactory was it that the Massachusetts Legislature, which in 1887, as the first step toward continuous heating, had prohibited the use of common stoves in passenger, mail, or baggage cars, and also prohibited any method of heating not approved by the Railroad Commissioners, thought best after the experience of last winter by a resolution approved so late as May 29, 1888, to direct the Commissioners to further investigate the subject of heating and lighting, and report to this present session, and in the meantime to continue in force approvals of the methods of heating which had then been granted. This action of the Legislature was taken after the Commissioners had upon investigation made a special report on the first of May, in which they had expressed the opinion that the system of continuous heating was not only practicable and conducive to the comfort and safety of passengers, but also desirable as a measure of economy, and also declaring their purpose, unless otherwise specially instructed by the Legislature, to notify the companies that the use of separate heaters in or under the cars after October 1, 1889, would only be approved under exceptional circumstances. The cost of substituting continuous heating for the modes now in use in the more than one thousand passenger train cars of our companies would be very great, and ought not to be required unless the comfort and safety of passengers demand it. As to comfort it is far from being demonstrated that steam heating adds to the comfort of passengers, or is in this respect any improvement over other approved methods, while other things being equal, the advantages of separate heaters for each car for general service are self-evident. So far as we know none of the systems of continuous steam heating can be so absolutely relied on under all circumstances as to render it practicable to remove the separate heaters from the cars. These must still be retained and be ready for use in emergencies, or to

say the least much suffering is liable to occur. Had the trains on our Connecticut roads been dependent on any known system of continuous heating at the time of the March blizzard loss of life might have been added to the discomforts of those days. We were therefore led to inquire whether safety required, or was to be promoted, by the substitution of continuous steam heating for other approved heaters. Against steam heating it is claimed that it is simply substituting the danger of being scalded for that of being burned, and that so long as safety from the first largely depends on the spring of the reducing valve always doing its work, the danger is constantly threatening, and that this is a danger which this mode of heating has not been long enough in use to fully develop. That it is a real and not merely a possible or theoretical danger, is recognized everywhere. In all systems of continuous heating efforts are made to guard against it in various ways, by reducing-valves at the engine, and by so constructing the couplings that they will blow off before a pressure is reached that would burst the pipes in the cars. This danger was recently forcibly emphasized by the bursting of a steam-pipe in a car on the Illinois Central railroad, resulting in a panic and rush for the doors, in which several persons were thrown down and bruised, but escaped scalding. The Master Car Builders' Association is perhaps as competent and unprejudiced a body as any investigating this subject. Its committee reported at the last annual meeting in regard to this danger from high pressure of steam, that it should be kept as low as possible, and that the rupture of a highly charged steam pipe in a car filled with passengers would prove quite as disastrous as the so-called "deadly car stove." They also comment on the probability of occasional failure of the appliances, and say that to best provide for such emergencies is still one of the unsolved problems. In view of the importance of the subject, its difficulties and the differences of opinion, they were unprepared to make any definite recommendations, and suggested that the investigation be continued through the year. The great preponder-



ance of opinion on this subject as expressed by railroad managers recently, in answer to circulars sent out by the Railroad and Warehouse Commissioners of Minnesota, was that either no good method of steam heating had yet been devised, or if it had, the experiments had not yet been sufficient to establish the fact, while in cases of accident, the danger to passengers was equal to that from stoves in the cars.

There is another question in regard to this subject which is worthy of consideration, and that is, whether the objection to separate heaters is not properly an objection to the kind rather than to the method. It is stated, and so far as we know it is not denied, that the only instance in which fire was communicated to a car from a Baker Heater was in the rear-collision on the New York Central & Hudson River railroad, in which Mr. Wagner and others lost their lives. Since then the flexible steel case, or armor, has been adopted for these heaters, with safety doors and grates. Fortunately, no accident like the one referred to has occurred to test the efficiency of this armor, but it would seem to be sufficient for the purpose. A large majority of the passenger cars on our roads are equipped with the Baker Heaters, though of the old style.

We had no wish to issue an order simply that we might report the neglect to comply with it, and if the facts were adjudged sufficient to justify the neglect to comply with our direction as to new cars, it was not to be expected that a like order in regard to all the old ones would have been obeyed.

Under all the circumstances, therefore, it seemed to us unwise to issue an order requiring continuous steam heating to be substituted for existing modes before the commencement of the present season. Neither have we, as yet, ordered heaters of the Baker type to be substituted for the stoves and other kind of heaters in use, although such an order would be within the scope of our authority, for we thought it probable that further experiments in steam heating might justify, or further legislation might require other changes within the year. We believe that the difficulties in the way



of continuous heating are no greater than many others which have been overcome in advancing the comfort and safety of railroad travel. It appears to be another movement in the same direction, and one which is steadily and surely progressing, though not so surely and rapidly as was hoped for.

It has only recently come to our knowledge that of the three companies which were instrumental in securing the action of the Massachusetts Legislature last May, one has since fitted up most of its cars for steam heating. The annual report of the Boston & Albany expresses the hope that the coming winter will find all its passenger cars, except those in mixed trains, heated by steam from the locomotive, as they believe that this method of heating long since passed the experimental stage. We are however informed that the thermometer indicates a difference of nearly twenty degrees between the drawing-room cars and the coaches in the rear on the New York and Boston express trains heated with steam.

So considerable, and in the state of New York so complete, has been the adoption of continuous heating that the present winter must demonstrate the success or failure of the system and determine what action should be taken in this State. We believe it will prove a success, and that those of our railroad managers who now think it impracticable and unsafe, will voluntarily be led to its adoption, and should the opinion of the Attorney-General of New York be sustained our companies will be compelled so to equip their trains running into that State.

It is, however, our purpose before the adjournment of this General Assembly to give a hearing to the railroad companies and others upon this subject, and then make such special report upon the subject as may seem best, in time for the Legislature to take further action, should it be thought necessary and proper.

In the meantime very little anxiety need be felt in regard to the modes of heating now in use on the railroads in this State. It is only on the lines with little travel that stoves, as distinguished from heaters, are used, and those are of improved construction.

## SUNDRY ORDERS.

CROSSING OF THE NEW YORK, NEW HAVEN & HARTFORD AND  
THE HOUSATONIC RAILROADS.

Last winter the managers of the New York, New Haven & Hartford railroad expressed to us their desire to be relieved of the requirement to stop their trains at the crossing of the Housatonic railroad at Bridgeport, which is within the station grounds at the east end of the station, and were informed that if interlocking derailing switches and signals were put in at this place, as had been required by us under similar circumstances elsewhere, the permission to make the crossing without stopping would be given. On the 4th of May we were notified that the switches and signals had been put in. On inquiry, however, it appeared that they had only been placed on the New York, New Haven & Hartford railroad, and that the Housatonic had declined to put them in or permit it to be done. We therefore thought best, before granting permission ourselves, to recommend in writing to the Housatonic company that it cause such safeguards to be applied to its road, and such recommendation was sent that day. No reply having been received to this recommendation we, on the 23d of May, issued a permit to the New York, New Haven & Hartford Railroad Company to run its trains over the crossing without first making the stop, but continuing the restriction upon the Housatonic for the reason that the derailing switches had not been put in. Two days later, and before trains had commenced running under this permit, we received two letters from the Vice-President and General Manager of the Housatonic railroad, one dated the 21st and one the 24th of May, the first declining to comply with our recommendations for the reason that he believed such switches to be insufficient protection at this point, and that the safety of the traveling public could only be accomplished by making the stops. The second letter called on us to revoke the permission, as, for the reasons stated in his former letter, it seemed likely to result in real danger to the travel



on both roads. Desiring, of course, to avoid endangering in the slightest degree the safety of the public in attempting to increase its convenience, we suspended the permission and ordered a hearing upon the question at Bridgeport. The hearing resulted in explanations and negotiations which, we thought, gave promise of resulting in an arrangement mutually satisfactory to the managers of the two companies. Pending these negotiations, on the 22d of June permission was given to run two of the east-bound through expresses over the crossing without stopping, at a rate of speed not exceeding fifteen miles an hour, provided, that in addition to the interlocking signals of the New York, New Haven & Hartford railroad, and the semaphore signals for both roads, a flagman was stationed at the crossing and also at the highway crossing immediately east. These precautions were adopted, and an additional flagman placed at the west end of the station. Immediately on his receipt of a copy of this permit we were notified by the Vice-President and General Manager of the Housatonic that there were no negotiations pending in regard to the matter, and he again protested against the permission and called for its revocation. We, however, believed that the precautions taken were so complete as to render the probability of accident so slight that we might safely give the experiment a fair trial, and it was continued through the summer. No accident occurred, and had the managers of the two roads been in full accord we should not have felt it necessary to make any change, but the protests were so constant and emphatic that we feared the result, and therefore on the 21st of November modified our permit so as to require these trains to come to a stop just before crossing the street at the west end of the station.

#### CENTER STREET, SHELTON.

As stated elsewhere, in approving of the locations on the Huntington branch of the New Haven & Derby, and the Newtown branch of the Housatonic, we permitted no highway to be crossed at grade, although we were very strongly urged to



permit Center Street in Shelton to be so crossed. This street is the principal thoroughfare between Birmingham and Shelton and the contiguous territory, and the travel upon it is very considerable and constantly increasing. To permit it to be crossed at grade would, as it seemed to us, to have been directly contrary to the legislation of the State, as well as against the almost universal public sentiment apart from this particular locality. We therefore felt obliged to act contrary to the wishes of the entire community and of the railroad company. In our order of approval we required the railroad to be carried over the street. We were, of course, willing that the mode of crossing should be as the parties in interest should prefer, and we therefore, on application of the railroad company, changed our order so as to direct a portion of the street to be carried over the railroad, the rest being closed at the railroad. Subsequently, on application of the borough, we amended this order so as to provide for the widening of the street and the carrying of the central portion of it for a width of forty-two feet over the railroad, and the adjoining parallel canal and streets by an iron bridge 146 feet in length.

#### EAST GRAND STREET, NEW HAVEN.

In the matter of determining the length and material of the bridge to be erected over the Shore Line railroad for the extension of East Grand Street in New Haven, referred to in our last report, the proceedings were continued from time to time till the 29th of June, when a final hearing was had and an order passed by us on the 13th of July fixing the length, width, and material of the bridge. The matter is, however, still pending in the Courts, and if the claim of the town is correct, that the law is so that the Commissioners cannot act till the highway is laid out, and that the highway can not be laid out till the Commissioners have acted, then some additional legislation will, of course, be needed.

Since this New Haven proceeding was commenced we have also been called on to act under the same statute by the City of New London. The Common Council having laid out a

street which was to cross the Shore Line railroad, we were asked to direct whether it should go under or over the railroad, and if over, then to determine the length, width, and material of the bridge, in order that the damages might be assessed. The legal difficulties referred to above were not raised in this case, and an order was made as desired.

Of course, no new highway can now be constructed at grade across a railroad except by special permission of the General Assembly. Such authority was given to the town of East Hartford for a grade crossing over the Connecticut Central railroad, subject to our approval as to location. The highway was laid out and a hearing had by us on the 10th of February, and the location of the crossing approved within the limits fixed by the General Assembly.

#### ABANDONMENT OF STATIONS.

At the date of our last report an application by the New York, New Haven & Hartford Railroad Company was pending for our approval of the abandonment of its station at East Haven as then located, and the establishment of a new one a little easterly of the former location. At the hearing no one appeared to object, and the abandonment was approved. The like petition of the New Haven & Derby Railroad Company in regard to the abandonment of its passenger station as then located in New Haven, upon the completion of a new one on the new location a few rods from the old one, which was pending a year ago, was granted on the 18th of January, and the transfer has been made. The petition of the New York, New Haven & Hartford Railroad Company in regard to the abandonment of the passenger station at Westbrook as now located, which was also pending, has received several hearings, but is not yet disposed of. The Housatonic Railroad Company brought its petition last May for our approval of the abandonment of its Lanesville station as then located, it being proposed to remove it some little distance towards the works of the Bridgeport Wood Finishing Company. We were of opinion that such a change would be for



the accommodation of the public, and therefore gave our approval of the abandonment of the station whenever a new one should be established at the proposed location and suitable approaches made to it. The change has been made accordingly.

#### CHANGE OF LOCATIONS.

Upon the petitions of the Meriden & Waterbury, and of the Meriden, Waterbury & Connecticut River railroad companies, three several orders have been passed, on the 23d of March, the 17th of May, and the 11th day of July, approving of slight changes of their location in the city of Waterbury. We also on the 10th of April passed an order directing as to the mode of constructing the bridges on this road in Waterbury over Dublin, Silver, Liberty, and South Main Streets. From this order an appeal was taken by the City of Waterbury but the order of the Commissioners was sustained. The same company made application for our approval of its location of a side track in the town of Cromwell, which was granted. This company also made application to us to determine the place and manner of its connection with the tracks of the New York, New Haven & Hartford railroad in Meriden, the managers of the two companies not being able to agree on the subject. After a hearing, and an examination of the premises, we were of opinion that the connection asked for was not such as the law authorized to be made and we therefore declined to order it. Subsequently connection at another place was made by agreement and with our approval.

#### WILSON'S POINT, NORWALK.

Besides the petition by the New Haven & Derby for additional land for terminal facilities at New Haven a like petition by the Danbury & Norwalk railroad company for permission to take lands for enlarging the terminal facilities at Wilson's Point was heard on the 20th of December and authority given as requested.



## GATES, FLAGMEN, AND SIGNALS.

A petition by the Borough of Birmingham for gates at the Causeway, or Second Street, crossing of the New Haven & Derby railroad in Birmingham was pending a year ago; the gates were finally erected without any order from us and the petition withdrawn.

A petition was also then pending by the selectmen of Norwich for additional protection at the Yantic crossing of the New London Northern railroad. This was heard on the 10th of January and an order made directing a flagman to be stationed there and also directing in regard to the use of the crossing by trains and cars. Another petition was brought by the selectmen of Norwich under date of July 26th for additional protection at the Norwich Town crossing of the same railroad. A hearing was ordered, but signal bells were subsequently erected at this crossing by agreement.

Three like applications have been brought on the line of the New York & New Haven railroad. One by the selectmen of Stamford, upon which flagmen have been ordered and stationed at the Taylor and Selleck crossings in that town; one by the selectmen of Greenwich, upon which signal bells have been ordered and placed at the Riverside crossing; and another by the Mayor and Common Council of Bridgeport which is continued by agreement of parties awaiting negotiations between the railroad and city as to the various crossings in that city.

## LOCOMOTIVE WHISTLING.

The only application ever made to us under the act of 1882, providing that we might order the sounding of the engine whistle on approaching a highway crossing, either over or under the railroad, was brought by the selectmen of Madison and an order was made by us requiring the sounding of the whistle by west bound trains.

On the other hand less complaint has been heard during the past year of the annoyance from the locomotive whistle than during any previous year. This has been owing, we

think, in a large degree to the improvement in the tone of the whistles used. In June last the selectmen of Windsor petitioned us to forbid the sounding of the whistle, except in cases of special alarm, within certain limits in that town on the line of the New York, New Haven & Hartford railroad, and an order was made accordingly.

A like petition was brought by the Mayor and Common Council of Bridgeport in regard to whistling on the line of the Housatonic railroad within the city limits. This petition has been continued at the request of both parties.

#### FENCING.

The only petitions on this subject have been that of the New York & New England Railroad Company to be relieved from the obligation to fence between lands owned, used, or occupied by it and adjoining lands so owned, used, or occupied by other railroad companies, which petition was granted; and the petition of Charles Williams, of Manchester, that we would direct the same railroad company to place in the fences which it had erected along the line of its road through his land, gates or barways at the several places at which he claimed the right to cross the railroad. The legality of these crossings was denied by the company, and the company also claimed that we had no jurisdiction of the matter. We were of opinion that the legislature had not conferred on us any authority in regard to private or farm crossings and therefore dismissed the petition. A request of a somewhat similar character was received by us in regard to a crossing in East Hartford which had been closed by the railroad company, to which a like reply was returned.

The matter of private grade crossings is yearly becoming of greater importance and their existence is a constantly increasing source of danger to the public. When trains were few, at limited speed, and extras ran infrequently the danger was comparatively slight, but now they are a very great element of danger. Equally dangerous with highway grade crossings in every respect except that their use is less fre-

quent, they are in some respect more dangerous, cattle get upon the tracks through neglect to close the gates or barways and sometimes they are used by the public fully as much as some highways. This use is attended with more danger than at highways for the usual warnings are not required and it is impracticable that they should be required. The public would not endure the constant whistling which would in that case be necessary. We have no means of knowing the number of such crossings which legally exist or the still greater number that are used. The number is many times that of the public highway crossings. It is probable that the larger part of the 110 trespass crossings which were given in our report last year, now used as highways, had their origin in private crossings. Our legislature so long ago as 1876 recognized the danger of these private crossings by passing the act making it a criminal offense to neglect to close the gates or bars at such crossings, and further making the person so neglecting liable for all damages resulting from such neglect. This danger is fully recognized by the managers of our railroads and efforts have been repeatedly made to close unlawful crossings and to discontinue by agreement and purchase the most dangerous of those existing by right. Something more however is needed, and a law should be passed which would permit such crossings to be closed on the payment of damages to be assessed in the usual manner to the owners of the rights. It would be absurd to claim that these rights and easements are of any more sacred character than the soil to which they attach ; there ought therefore to exist the same right to take them as to take the land itself. Such legislation would be no new departure in this State. Precisely of this character was the act of 1876 which permitted the taking by appraisal of any right, title, interest, easement, or privilege in land which interferes with the furnishing of reasonable and proper depot accommodations to the public, and also the act of 1887 which authorized a railroad company to take in this manner any property or estate, or any interest in or to the same, when necessary in order to carry out the recommenda-



tion of the Commissioners for alterations, or changes in the roadway or bridges of a railroad company in order to make them safer or more permanent.

#### INCREASE OF CAPITAL STOCK.

Two petitions under the law requiring companies desiring to increase their capital stock to first make application to the Railroad Commissioners have been made to us during the year, that of the New York, New Haven & Hartford Railroad Company, dated the 4th day of December, 1888, and that of the Housatonic Railroad Company dated the 10th of the same month. Both of these petitions were heard on the 20th of December, and our reports thereon will be made to the General Assembly in accordance with the requirements of the statutes.

So far as these applications indicate an intention to pay for improvements, additions, and branches with money raised by the issue of capital stock at not less than par, they will commend themselves to the conservative judgment of our people, and that too notwithstanding the money might be raised upon bonds bearing a less rate of interest than the per cent. of dividends which it is hoped may be received upon the stock. For it is generally considered to be better that our corporations should be solvent than insolvent; better that their property should be paid for than that they should owe for it. Dividends upon stock can vary in proportion to the business and prosperity of the companies, while a fixed interest charge which a company can now easily meet, it may not be able to meet when the rate of interest has increased, or when its earning capacity has been impaired by competition, loss of business, or reduction of rates to a non-paying basis.

The disastrous results of railroad extensions and constructions without a substantial stock basis, and rendered possible only by the sale to an indiscriminating public of excessive amounts of bonds, is well-nigh universally admitted even by the few that profit thereby. Not only is there the direct loss which comes to the holders of such securities, but there is

also the injury, no less certain if less direct, which comes from the building of railroads not demanded by public convenience and necessity; railroads which perform in a less satisfactory manner the service already performed by others. We cannot accept the opinion, sometimes expressed, that so long as the money comes from outside the State even our own people are necessarily benefited by the expenditure.

Noted instances of the financially disastrous effects of this unwise policy are numerous and fresh in the minds of all conversant with the railroad expansion of recent years.

It is well-known that in the State of Massachusetts the evils of such unnecessary construction have been so greatly feared as to lead to the enactment of a law requiring the question of public necessity and convenience to be passed upon before the location of a new road can be approved. While in our own State it has been attempted of late years to guard against the evil by limiting the amount of bonds which may be issued to one-half the cost of construction, in the case both of original and consolidated companies. It would seem that this restriction is certainly liberal enough, since very few if any of the roads recently built have paid a reasonable per cent. upon even one-half the cost of construction. If this provision of our law is just and reasonable, and we believe it so to be, then a further act should be passed restraining the amount of stocks or bonds which may be guaranteed by a railroad company. Like the power to issue its own bonds, a railroad company by common law has the power, "in the course of its business and with a view to promote its lawful purposes, to guarantee the bonds of other corporations," and no statute at present limits that power; but if public policy requires that there should be a statute restriction upon the amount of bonds which may be issued, it seems to us self-evident that there should be a like restriction upon the amount which may be guaranteed. We see no reason why the combined amount of bonds issued and the amount guaranteed should be allowed to exceed one-half of what has been actually expended in the construction of the

railroad of the company issuing the bonds or giving the guarantee. We recommend the passage of a law imposing such restrictions.

#### DRAW-BRIDGE AND CROSSING STOPS.

Our law requiring all railroad trains to be brought to a full stop before crossing a draw-bridge or another railroad, permits us to authorize trains to cross without making the stop, whenever, in our opinion, it can be done consistently with public safety. We have in all cases allowed crossings to be so made whenever interlocking derailing switches and signals have been provided. There is, however, no provision of law by which we can require such apparatus to be applied when we think it needed as an additional protection, nor for cases where one company may be willing to provide it and the other company is unwilling. The law ought to be amended to meet such cases. There may be many crossings where it would be unfair to compel an unwilling company to provide such apparatus at its own expense, but we can see no reason why if one company is willing to assume all the additional expense which would be incurred it should not be allowed to do so, and so protect its crossing from trains on both roads.

#### SUNDAY RAILROAD TRAFFIC.

Our law in regard to handling of freight and the running of trains on Sunday has now been in force for nineteen months, and we believe it has worked better than was expected by the friends of the movement and with less inconvenience to railroad business than was feared by some. So far as its construction and application was left to our discretion, we have exercised that discretion with the desire to maintain the law which has our hearty approval, and so interpret it as not to cause unnecessary opposition to it. If any movement is on foot to cause its repeal it has not come to our knowledge nor to the knowledge of those railroad men of whom we have inquired. We do not believe any general intention of that character prevails.



## METAL TIES.

We have in former reports mentioned the experiments made in the use of metal ties, and we refer to the subject now not as one requiring legislative action, but simply as a matter of practical and scientific interest. The supply of wood has so far continued so abundant in this country that the first cost of ties has not very materially increased, but the average life of a tie has considerably decreased, both because of inferior quality and greater wear upon them. We are not aware that experiments of any account have been made in this country, but on the continent of Europe, where experiments began nearly twenty-five years ago, their use may be said to have passed the experimental stage, some companies having practically adopted this kind of tie and using them in all renewals. The most thorough experiments made were on the Netherland State railroad, and the adoption there has been the most complete. In England, though used to some extent, they have not been at all generally adopted as they do not seem to be well adapted to the double-headed rail so much used in that country. The material found best adapted for this use is steel of a mild type, and the advantages claimed, apparently with reason, are such as to make it worth while for the managers of our principal roads to consider whether the adoption of this kind of tie would not be advantageous even at the present price of wooden ties. The crowding outward of the spikes in wooden ties, and the cutting of the spikes by the rail flanges on sharp curves, constantly affects the gauge, and the cutting of the outer flange into the tie often seriously changes the position of the rail on wooden ties and requires constant watchfulness and respiking and readzing of old ties and the substitution of new ones. As traffic increases the loss of time thus occasioned in itself becomes a very serious matter of expense. This is avoided by the use of metal ties, as the bolts do not cut like the spikes and the bolt-holes do not enlarge, neither do the ties wear or cut under the rail flange, so that the expense of maintenance is very much lessened, and instead of increasing as the roadbed

gets settled it is said to decrease. The most approved form for the tie is like an inverted trough, and when the ends are closed there is very slight lateral displacement of track even on the sharpest curves. The first cost of metal ties and their fastenings is of course very much more than that of wooden ties and spikes, but their durability in itself it is believed far more than compensates for the additional cost.

#### INTER-STATE COMMERCE LAW.

At the time the inter-State commerce act was passed by Congress it was thought that some supplemental State legislation might be necessary or advisable, but the act has now been in force for nearly two years and no suggestion has been made to us that any such legislation is desirable. The Commission report that the provisions of the law are generally observed in this section of the country, and we believe all our companies have been careful to conform to its requirements.

The Interstate Commerce Commission propose to call a general meeting of the Commissioners of the various States, to be held in Washington the coming Spring, for the purpose of a general conference, it being suggested that there are several matters connected with the administration of the law as applied to the regulation of the railway system of the country in respect to which unity of action and harmony of purpose among all those charged with such administration is exceedingly desirable. We have signified our approval of such meeting, and intention to attend should it be held.

#### CONTINUOUS FREIGHT TRAIN BRAKES.

The practicability of continuous brakes for freight trains has been established, not only by the experimental trials heretofore reported, but by their use on a large portion of the freight equipment of the transcontinental lines, and the Pennsylvania Railroad Company is to so equip its box and stock cars. Very little use of them has, however, as yet been made by our companies. Aside from its advantages in handling the trains, promoting their dispatch and



safety, and the relief afforded to brakemen and the increased protection to passenger traffic on the line, there is an argument in favor of their adoption which commends it to our own people at this time especially. One of the chief complaints made against the separation of grades at crossings is the elevation required for the bridges when the highway is carried over the railroad, a requirement made necessary for the protection of brakemen in passing along the tops of the cars. When the train brake is adopted this necessity is almost entirely obviated and the height of the bridges could be reduced at least four feet. It would be a very great advantage if this reduction could be applied to the existing over-head crossings and the many more to be made hereafter. So long as our companies have to haul foreign freight cars not so equipped, nothing would be gained in this respect by requiring our local cars to be thus provided, but we believe that the economy and safety to be gained by the train brake will lead to its general adoption.

#### CAR COUPLERS.

We last year stated the advance which had been made towards securing automatic freight-car couplers by the action of the Master Car Builders' Association in deciding, with substantial unanimity upon the type of coupler known as the Janney coupler, and by a decision of the committee of railroad companies not to admit to trial before them of couplers which did not conform to that general type. Further progress has now been made by the agreement of the committee of the association upon standard contour lines for the coupler and as to dimensions and location of draw-bars and dead blocks or bumpers, and only couplers of the Master Car Builders' type are to be used by the Pennsylvania Company in renewals and new cars on its entire system. It must not, however, be expected that brakemen are at once to be relieved from the present dangers attending upon coupling cars, for in addition to the dangers incident to the changing period it must necessarily be many years before the change will even



approach completion. It is estimated that at the present time more than 93 per cent. of all the freight cars in the country still have the old style pin and link, and that of the rest, which have some kind of automatic coupling, more than five per cent. are of the pin and link device, so that there is only about one per cent. which have couplers of the vertical plane type, and not all of these come within the requirements of the Master Car Builders. It may be, and probably is, too soon to require that the standard coupler should be applied to all cars, but we should be authorized to withdraw all permits for any coupler not of the type agreed upon, and to require that only that type of coupler be used in renewals or upon new cars.

ASYLUM STREET, HARTFORD.

At the time of our report to the General Assembly of 1887 the Special Commission which had in charge the matter of separation of grades at the Asylum Street crossing in Hartford were considering the petitions for revocation of the order carrying the street over the railroads, in accordance with what was known as the West Side plan, and the adoption for the second time of a plan for carrying the railroads over the street. On the 11th of March, 1887, a plan which appeared to be acceptable to the city and the two railroad companies having been agreed upon, it was adopted by the Commission and the necessary orders for construction were passed. On the 30th of June it was ordered that the expense be paid one-half by the city and one quarter by each of the railroad companies, till the final adjustment of the accounts should be made; and at the same meeting the counsel for the Commission were authorized to agree upon terms with land-owners for damages to land caused by the raising of the grade of the tracks at the crossing of Walnut Street. Subsequently, a question having arisen in regard to the width and character of the opening under the tracks opposite Church Street, the Commission decided that it should be a sixteen-foot arch, in accordance with the plans as previously adopted. This action not being satisfactory to the city, it ob-

tained a temporary injunction restraining the railroad companies from its construction. A compromise having been effected between the city and companies, an order was passed by the Commission as agreed upon, substituting a bridge forty feet in width, with supporting columns, in place of the archway. In January last a further modification of the plan for the construction between the north line of Asylum Street and the Church Street opening, as first adopted, was agreed upon. In the original plan the tracks were to be supported by solid masonry and earth embankments. In place of this it was agreed that the tracks should be supported on abutments and iron columns so as to leave the space open under the tracks. By further agreement the extra cost which this change might involve was to be borne by the railroad companies alone. On the 12th of June last the Commission gave a hearing to the City upon its petition that the proportion of payments be changed so as to reduce the amount to be paid by the City. It was, however, agreed to defer action on this petition till the final adjustment. The change of the grade of the tracks at Walnut Street rendered it necessary to change the grade of the street, and accordingly an order was passed on the 25th of last October directing the City to change the grade of the street in the manner indicated in the order. On the 13th of last month a hearing was had as to what order, if any, should be passed in regard to the removal of the surface tracks adjacent to Asylum Street, particularly those of the New York & New England Railroad Company between Asylum and Church Streets. This company opposed any order whatever, unless as to a short distance from Asylum Street, and filed its exceptions to any proceeding by the Commission. The Commission thought they had the right, and were under the obligation to order all surface tracks between these points removed within a reasonable time after the new station should be occupied, and such an order was passed. This will permit an unobstructed approach to the new station on every side. The drafts already drawn by the Commission on account of this improvement

amount to \$186,523.16, which sum, of course, does not include what has been paid by the New York, New Haven & Hartford Railroad Company in the Construction of its new station. The various orders passed by the Commission during the time under review are given in the Appendix.

GEORGE M. WOODRUFF,	}	<i>Railroad Commissioners.</i>
WILLIAM H. HAYWARD,		
WILLIAM O. SEYMOUR,		

HARTFORD, CONN., January, 1889.





# APPENDIX.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH  
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail-road was built.	For access to stations.	Trespass crossings.
Andover, .....	6	...	1	5	...	...	...	...	...	...
Avon, .....	8	...	1	7	...	...	...	...	...	...
Barkhamsted, .....	5	...	...	5	...	...	...	...	...	...
Beacon Falls, .....	4	...	1	3	...	...	...	...	...	1
Berlin, .....	15	2	...	13	...	1	...	...	...	...
Bethel, .....	18	...	2	16	1	...	...	1	...	...
Bloomfield, .....	12	...	...	12	...	...	...	...	...	...
Bolton, .....	6	2	...	4	...	1	...	...	...	...
Branford, .....	12	2	1	9	...	...	...	2	...	...
Brookfield, .....	19	1	1	17	...	...	...	...	...	1
Bridgeport, .....	38	1	...	37	11	3	3	20	1	11
Bristol, .....	17	2	2	13	1	...	1	2	...	...
Burlington, .....	2	...	1	1	...	...	...	...	...	...
Canton, .....	15	2	...	13	...	...	2	...	...	...
Canaan, .....	18	...	1	17	...	...	...	1	1	1
Canterbury, .....	2	...	...	2	...	...	...	...	...	...
Chaplin, .....	1	...	1	...	...	...	...	...	...	...
Chatham, .....	9	2	1	6	...	...	...	...	...	...
Chester, .....	4	...	...	4	...	...	...	...	...	...
Cheshire, .....	11	...	...	11	...	...	...	...	...	...
Clinton, .....	6	1	...	5	...	...	...	...	...	...
Colchester, .....	7	...	1	6	...	...	...	...	...	...
Columbia, .....	4	1	...	3	...	...	...	...	...	...
Cornwall, .....	19	...	...	19	...	...	...	2	1	1
Coventry, .....	4	...	...	4	...	...	...	...	...	...
Cromwell, .....	9	1	1	7	...	...	...	...	...	1
Danbury, .....	24	3	4	17	1	2	...	...	2	3
Darien, .....	6	1	...	5	1	1	...	...	...	...
Derby, .....	9	1	...	8	3	2	...	...	...	7
East Granby, .....	4	...	...	4	...	...	...	...	...	...
East Haven, .....	4	1	...	3	...	...	...	...	...	...
East Hartford, .....	10	...	...	10	...	...	...	...	...	...
East Lyme, .....	5	2	...	3	...	...	...	...	...	...
East Windsor, .....	11	...	...	11	...	...	...	...	...	...
Ellington, .....	6	...	...	6	...	...	...	...	...	...
Enfield, .....	16	...	2	14	1	1	...	1	...	3
Essex, .....	7	...	...	7	...	...	...	...	...	...
Fairfield, .....	14	1	...	13	2	...	4	...	...	...
Farmington, .....	12	...	1	11	...	...	...	...	...	...
Franklin, .....	4	...	...	4	...	...	...	...	...	...
Greenwich, .....	12	1	6	5	1	...	...	1	...	...
Griswold, .....	5	...	...	5	...	...	1	...	...	1
Groton, .....	6	...	1	5	...	2	...	1	...	1
Guilford, .....	7	3	2	2	...	...	...	...	...	...
Haddam, .....	7	1	...	6	...	...	...	...	...	...
Hampton, .....	9	2	...	7	...	...	...	1	...	...
Hamden, .....	13	3	5	5	...	...	...	...	4	4
Hartford, .....	50	10	8	32	16	6	...	6	...	3
Hebron, .....	6	...	...	6	...	...	...	...	...	...
Totals carried over, .	518	46	44	428	38	19	11	38	9	38



## TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

## HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

E. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & C. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. Y. & N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Wor. R. R.	S. L. & N. R. R.	Shore Line R. R.	South Manches- ter R. R.	Total.
...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	5
...	...	...	5	...	...	...	...	7	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	...	3
...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
...	...	...	12	...	...	...	...	...	...	4	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	9	...	9
...	...	...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	14	...	...	...	...	...	...	...	23	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	13	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1
...	...	...	11	...	...	...	...	2	...	...	...	...	...	...	...	...	13
...	...	...	10	7	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	2
...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	5
...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	1	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	3
...	...	...	...	19	...	...	...	...	1	3	...	...	...	...	...	...	19
...	...	...	3	...	...	4	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	3	...	...	...	...	11	...	...	...	...	...	...	7
...	3	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	17
...	...	...	...	...	...	4	4	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	3	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	3	...	3
...	...	...	...	...	...	...	...	...	1	5	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	8	6	...	...	...	...	...	6
...	...	7	...	...	...	...	...	...	...	...	13	...	...	...	...	...	14
...	...	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	6	...	...	...	...	...	...	...	7	...	...	...	...	2	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	5
...	...	...	8	2	...	...	...	...	...	10	12	...	...	...	...	...	32
...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
19	19	28	40	58	4	7	4	41	6	93	77	5	5	...	22	...	428

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH  
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail-road was built.	For access to stations.	Trespass crossings.
Totals brought over,	518	46	44	428	38	19	11	38	9	38
Kent,.....	12			12				1	1	
Killingly,.....	9	1		8		1				2
Lebanon,.....	6	2		4						
Ledyard,.....	1			1						
Litchfield,.....	12	1		11				1		2
Lisbon,.....	6	1	2	3						
Lyme,.....	6	1	2	3						
Madison,.....	12	1	1	10						
Manchester,.....	13	1	3	9		1		2		
Mansfield,.....	9	1		8						
Meriden,.....	23	6	1	16	8		1	5		
Middlebury,.....	3		1	2						
Middlefield,.....	7	1	1	5						
Middletown,.....	45	11	2	32	3		7			
Milford,.....	20	1	2	17	1		1			1
Montville,.....	3			3						
Monroe,.....	5			5					1	1
Morris,.....	3			3						1
Naugatuck,.....	9		2	7	1					
New Britain,.....	26	3		23	6	4				
New Canaan,.....	4		1	3				1		
Newington,.....	6			6	2			1		2
New Haven,.....	72	37	6	29	9	1	1	7		9
New Hartford,.....	11		3	8			1			
New London,.....	6	1	2	3		1				8
New Milford,.....	24			24				2		
Newtown,.....	43	1	2	40				2	1	1
Norfolk,.....	8	3	2	3						
North Canaan,.....	4			4				1	1	1
North Haven,.....	11	1	1	9		1		1		1
Norwalk,.....	30	3	4	23	5	1	2		3	7
Norwich,.....	9	3		6		1	1		2	2
Old Saybrook,.....	3			3						
Orange,.....	27	3	11	13			1	1		2
Oxford,.....	7	2		5						
Pomfret,.....	9	4	1	4						
Portland,.....	10	1	2	7						
Plainfield,.....	24	1		23				1		2
Plainville,.....	7	1		6						2
Plymouth,.....	11	2		9						
Putnam,.....	12	3	4	5	2					
Redding,.....	9		2	7						
Ridgefield,.....	14			14						
Rocky Hill,.....	2			2						
Roxbury,.....	5			5						
Salisbury,.....	12	1	2	9						
Saybrook,.....	11			11						
Seymour,.....	5			5			2			
Totals carried over,.	1,144	144	104	896	75	30	28	64	18	84

## TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

## HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & C. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. Y. & N. E. R. R.	N. Y. N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Wor. R. R.	S. L. & N. R. R.	Shore Line R. R.	South Manches- ter R. R.	Total.
19	19	28	40	58 12	4	7	4	41	6	93	77	5	5	...	22	...	428
...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
4	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	4
...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	11
...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	10
...	...	...	...	...	...	...	...	...	8	6	...	...	...	...	...	3	9
...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	2	11	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
3	...	17	...	...	6	...	...	...	...	...	6	...	...	...	...	...	32
...	...	...	...	...	...	3	...	...	...	...	14	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	3
...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	3
...	...	...	...	...	...	6	...	...	...	1	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	11	12	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	2	4	...	...	...	...	...	6
...	...	...	4	...	...	...	6	4	...	...	5	...	...	...	14	...	29
...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	1	...	3
...	...	...	...	24	...	...	...	...	...	...	...	...	...	...	...	...	24
...	5	...	...	20	...	...	...	...	...	10	...	...	...	5	...	...	40
...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	4
7	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	9
...	18	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	4	...	...	...	2	...	...	...	6
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	9	...	...	...	4	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	4
7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	11	...	...	12	...	...	...	23
...	...	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	3	...	...	2	...	...	...	5
...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	9	...	...	...	...	...	...	...	...	...	...	5	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	9
...	...	3	...	...	...	5	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
45	63	53	56	123	15	25	19	52	23	163	143	5	30	20	58	3	896



TABLE SHOWING THE HIGHWAY CROSSING IN EACH  
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail-road was built.	For access to stations.	Trespass crossings.
Totals brought over,	1,144	144	104	896	75	30	28	64	18	84
Simsbury,.....	19			19						
Southbury,.....	14	1	6	7				1		
Southington,.....	20			20				3	1	2
South Windsor,.....	10			10						
Sprague,.....	4			4			1			
Stafford,.....	8			8						2
Stamford,.....	16	4		12	5	2		2		
Sterling,.....	5			5						
Stonington,.....	15	2	1	12	6	5	4	1		2
Stratford,.....	9	1	1	7	1		2	2		
Suffield,.....	7		2	5						
Tolland,.....	1			1						
Torrington,.....	10			10						2
Thomaston,.....	4			4	1					1
Thompson,.....	26	2	3	21				1	1	3
Trumbull,.....	7			7						1
Vernon,.....	15		3	12						
Wallingford,.....	24	1	3	20	2		2			
Washington,.....	14			14				2		1
Waterbury,.....	15		3	12	3		1			6
Waterford,.....	6	2		4			1			
Watertown,.....	1			1						
Westbrook,.....	5			5						
West Hartford,.....	4		2	2						1
Westport,.....	9	5	2	2						
Wethersfield,.....	7			7	1					
Windsor,.....	13		1	12		2	2			
Windsor Locks,.....	4			4		2				
Windham,.....	20	1	2	17	2	3			1	4
Wilton,.....	16	1		15						1
Willington,.....	5			5				1		
Winchester,.....	17	1	3	13			2			
Totals,.....	1,494	165	136	1,193	96	44	43	76	21	110

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.																	
B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M. & C. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. Y. & N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Wor. R. R.	S. L. & N. R. R.	Shore Line R. R.	South Manches- ter R. R.	Total.
45	63	53	56	123	15	25	19	52	23	163	143	5	30	20	58	3	896
			9					10			4			3			19
								20									7
										10							20
										4							10
									8								4
											12						8
										5							12
												12					5
													12				12
												7					7
												5					5
									1								1
						10											10
						4											4
											13						21
				7													7
										12							12
7											13						20
																	14
						4				8				14			12
									1								4
						1									3		1
																	5
											1						2
												1					2
			7									2					7
											12						12
											4						4
	15								6	11							17
									5								15
																	5
			9			4											13
52	78	60	74	130	15	48	19	82	44	231	199	17	38	37	66	3	1,193

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain, and Suffield branches.

The N. Y. & N. E. R. R. includes the Rockville and the Connecticut Central R. R.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester Branch.

## APPENDIX.

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### TERMINAL FACILITIES OF THE NEW HAVEN & DERBY RAILROAD COMPANY AT NEW HAVEN.

Supreme Court of Errors, New Haven County, June Term, 1888.—

THE STATE OF CONNECTICUT, <i>ex rel.</i>	}	<i>Reservation.</i>
THE NEW HAVEN & DERBY R. R. Co.		
<i>vs.</i> THE RAILROAD COMMISSIONERS.		

#### *Plaintiff's Brief.*

This is an application for a mandamus to direct the Railroad Commissioners to proceed to exercise their jurisdiction, in approving or disapproving the changes of certain highways in New Haven, made by the New Haven & Derby Railroad Co., in locating its new depot grounds in New Haven.

The railroad company was chartered in 1864, with authority "to locate, construct, and finally complete a single, double, or treble railroad or way, from some suitable point in the town of New Haven, through the town of Orange, to some suitable point in the town of Derby, and shall have full power to equip, maintain, use, any enjoy the said railroad," etc.

V Special Laws, p. 654, Sec. 6.

Sec. 7 of the charter also specially gave it all powers conferred upon railroad companies by the general railroad act of 1849; making the Railroad Commissioners the commissioners of the road for this purpose.

That act (Public Acts of 1849, p. 36, Sec. 12) provided that "Whenever it shall be necessary for the construction of a railroad to intersect or cross any public road, highway, or street, it shall be lawful for the corporation to construct said railroad across or upon the same, provided the commissioners on said road shall



judge it necessary ; but the said corporation shall restore the said road, or highway, or street thus intersected to its former state, or in sufficient manner not to impair its usefulness ; and in all cases when any road, highway, or street is so located that said railroad cannot be judiciously laid out and constructed across or upon the same without interfering therewith, in such case or cases the corporation may by and with the advice and consent of the said commissioners, cause such road, highway, or street to be changed or altered in such manner that said railroad may be made on the best site of ground for that purpose. Provided that said corporation shall put said road in as good repair as it was previous to such alteration, under the direction of said commissioners, whose determination thereon shall be final."

In the Revision of 1875, under which the proceedings now in question were instituted, this provision appears in substantially the same language, except that the last proviso reads as follows : "but said company shall put such highway in as good *situation* and repair, as it was previous to," and this is the language of Sec. 3476 of the present revision.

By the act of 1849 (p. 34, Sec. 9) every railroad corporation was authorized to lay out its road not exceeding six rods wide, and to take for necessary turnouts as much more land within the limits of its charter as might be necessary for the proper construction and security of the road. Revision of 1875, p. 321, Sec. 18.

In 1863 a statute was enacted which is Sec. 19, p. 321, of the Revision of 1875, and reads thus —

"Every railroad company, after its line of road shall have been located, approved, and established, may so far alter the location of such road as to change the radius of its curves, straighten and improve its lines, width, and extent of depot grounds, slopes, and embankments, and extend its lines of sight, when such changes are approved by the Railroad Commissioners." See Revision of 1888, p. 761, Sec. 3461.

In 1871 a statute was passed, which appears as Sec. 32, p. 324, of the Revision of 1875, and Sec. 3479, p. 766, of the Revision of 1888, providing that "when any highway or street shall be changed or altered by any railroad company with the consent of the Railroad Commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained a title," such land may be condemned and taken by appraisal.

In 1882 came an important statute, enlarging greatly the power of changing a location once made. It read thus :

"Every railroad company, after its line of railroad shall have been located, approved, and established, may take land for additional tracks, turnouts, and freight and passenger stations and depots, in the manner provided by law for the taking of land by railroad companies."

Public Acts of 1882, p. 217, Sec. 6.

Revision of 1888, p. 761, Sec. 3461.

By an act of 1883, Rev. of 1888, p. 766, Sec. 3480, every railroad company which may locate and construct a railroad across any turnpike, highway, or public street may, under the direction of the Railroad Commissioners, "change the location thereof."

An act of 1884 further provides that "the Railroad Commissioners may, when in their opinion public safety requires the alteration of any highway crossed at grade by a railroad, after a hearing had upon such notice as they shall deem reasonable to the railroad company owning or operating said railroad, and to the selectmen of the town, mayor of the city, or warden of the borough within which said highway is situated, and to the owners of the land adjoining such crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time ; provided, that in no case shall more than one half the expense be paid by the town, city, or borough aforesaid ; and, provided further, that such alterations as are made at the primary instance of the Railroad Commissioners shall not be ordered at the rate of more than one a year on any one road, except in the case of railroads now having a double track throughout their entire length. Railroad companies may take land for the purposes of this section, in the manner now provided by law for the taking of lands by railroad companies."

Rev. of 1888, p. 767, Sec. 3483.

This being the state of the law, the Derby railroad in 1886 was occupying Meadow Street with three tracks, between its passenger station on the one side and its freight station on the other, and also ran across the length of Custom House Square, at grade. These crossings were so dangerous to the public that by a special act of April 13, 1886 (Record, p. 1), unless the company should itself change its tracks, or lessen the switching over them by May

15, 1887, the Railroad Commissioners were ordered to compel a change, under the act of 1884 (Public Acts of 1884, p. 378).

The company, thereupon, though not until after May 15, 1887, took steps to make the changes desired. To do this effectually, it was necessary to remove both depots to some point considerably west of Meadow Street, and provide larger depot grounds. A petition for liberty to abandon the old depot was preferred to the commissioners, on December 14, 1887, and on December 29th, a re-location of its depot grounds was made by the company, as set forth on pages 2 and 3 of the Record. This re-location added to the original location a strip of land west of Commerce Street, and south of Silver Street. The original location was crossed at this place by three streets at grade, and the strip added to it was also crossed at grade by the same streets. The company voted to open Silver Street through to Commerce Street, shut off the three other streets from the location, and turn them through Silver street as extended, into Cedar Street at one end, and Commerce Street on the other.

The city desired a modification of this location so as to have a raised footway or bridge over one of these streets, and reserve certain sewer rights, and this modification was duly adopted by the company, which also gave the city a bond to pay all legal damages occasioned to land-owners by the closing of the street.

The Railroad Commissioners on January 18, 1888, approved a change of site of the passenger depot, and on May 23, 1888, approved the selection of the depot site west of Commerce Street, and the location made thereon, with this single exception, that they held themselves without jurisdiction to pass upon the question of the discontinuance and changes of the three streets caused by the location (p. 5). At the same time they admit and decide that it will be dangerous to the public to allow them to remain crossed at grade.

A mandamus is asked for to require them to assume and exercise jurisdiction over these questions.

## I.

It seems plain that if the relator were now locating its railroad in this city for the first time, it could make and the Commissioners could approve the location in question, and change the high



ways in the manner desired. They are all crossed and intersected both by the original location, and by the new location.

The company making its original location is empowered to change or alter any street, anywhere, over or across which it cannot judiciously run its road, without interfering therewith, so as to put the railroad "on the best site of ground for the purpose." The only limitations are the consent of the Commissioners, and the requirement of putting the altered road in as good a situation and state of repair, as before.

Rev. of 1888, Sec. 3476.

No distinction was made in our statutes until 1882 between taking land for depot sites and for sites for any other parts of a railroad. The railroad was considered as an entirety, the statute declaring that "Every railroad company may lay out its road, not exceeding six rods wide, and for the purpose of cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much more real estate within the limits of its charter as may be necessary for the proper construction and security of the road."

Rev. of 1888, p. 761, Sec. 3460.

The theory of this legislation was that as the depots must adjoin or cover the tracks, they could be placed within the six rods allowed for the widest part of the location, leaving any turnouts or side-tracks to go beyond the six rods if necessary. If, therefore, a depot could be more conveniently placed on a site of ground previously occupied by a highway, than anywhere else, the company must have had the same right to put it there, as to put any other part of its road there. It does not, however, appear that it has decided to put any depot buildings on the site of the present streets. It may be that these sites will be occupied simply for turnouts or approaches to the depot buildings.

In the case at bar, the entire location of the railroad, with the addition approved May 23, 1888, is but about 80 feet wide at Cedar Street, 94 feet at Liberty Street, 190 feet at Lafayette Street, and 243 feet on Hill Street.

The company has express authority from its charter to construct a "treble railroad," besides all necessary turnouts, and may, therefore, lay three main tracks across and upon each of these streets, as well as such side tracks as its business calls for.

"When a railroad company has duly and legally located its road upon and across a public highway, and has acquired a right to construct and complete it there at a certain fixed grade and level, without any restriction as to the number of tracks or the place where they shall be laid, the company is authorized to put down and maintain upon any part of the premises within the limits of the location, such number of tracks as are essential to the convenient transaction of its business, and for that purpose may make any necessary alteration in the grade or surface of the highway there."

*Commonwealth vs. Hartford & New Haven R. R. Co.*, 14 Gray, 379, 380.

Railroads are worth nothing without depots, and are not completely constructed until these are provided.

*In re New York & Harlem R. R. Co., vs. Kip*, 46 N. Y., 546, 552.

The statute as to changes of highways "intersected or crossed" by railroads has been construed by this Court as authorizing the permanent occupation for the bed of the railroad, of part of a highway which the railroad does not cross at all.

*State vs. New Haven & Northampton Co.*, 45 Conn., 331, 344.

A similar construction has been given to the Iowa railroad law, as to its permitting railroads to occupy part of a highway or city street longitudinally.

*Milburn vs. Cedar Rapids*, 12 Iowa, 240.

But it is immaterial, on the present application, whether the company desires to use the sites of the three streets for tracks or buildings. If it has power to use them for buildings, it certainly has not power to use them for turnouts and approaches to depot buildings, and as the vote of the location embraces all these purposes (Record, p. 2) it will be presumed that every part of the ground located on will be put to a legal use, rather than to an illegal one. All we ask is that the Commissioners exercise their authority and jurisdiction as to approving or disapproving these changes of highways, in whole or part. Perhaps they may only approve them in part; perhaps they may approve our extending Silver Street; and not approve our closing some other of the streets. We only demand of them to exercise their judgment in a matter as to which the law has made our action dependent on their consent or dissent.

The ordinary jurisdiction of the city, as to opening, changing, or discontinuing streets (IX Special Laws, p. 287, Sec. 31, City Charter of April 14, 1881), though exclusive of the town, is not inclusive of the State; and the railroad company here exercises the sovereign power of the State, subject to the approval of the Railroad Commissioners. This power was first given by an amendment to its charter passed in 1862 (V Special Laws, p. 479, Sec. 3), making the city a highway district by itself. Up to 1862 the town had retained charge of the city streets, and the design of the amendment was to transfer it from the town to the city, not to interfere with the general laws as to laying out another and more important kind of highways, — the railroads.

Norwich *vs.* Story, 25 Conn., 44, 47.

Clinton *vs.* Cedar Rapids & Mo. River R. R., 24 Iowa, 455, 469, 477.

A case very similar to this in several points, is that of the Hancock Brook road.

Waterbury *vs.* Hartford, Providence & Fishkill R. R. Co., 27 Conn., 146.

The Hartford, Providence & Fishkill Railroad Co., under a charter substantially like our Act of 1849, found a highway in Waterbury occupying a gorge through which it wished to pass. It was situated like the bowstring of a bow, formed by another road, which ran over and around a hill above the valley. The company took the whole of the bowstring road for its right of way, by "changing" it into the old bow road. No work was done on the bow road at all, but it was simply adopted as part of the Hancock Brook road.

"The Superior Court being of opinion that the substitution of the route adopted for the road taken by the defendants, was a discontinuance of the latter road, and not an 'alteration' of the same within the intent of their charter, and that the commissioners, in approving the adoption of that route, had gone beyond their jurisdiction, and that their acts were in consequence void, and that it was the duty of the defendants to make their alteration of the road such that the public travel might be continued through the road and through the gorge, issued a peremptory mandamus ordering the defendants 'to restore and repair' the Hancock Brook road." p. 150.

This Court, however, took the opposite view, holding that taking a highway for railroad purposes was a discontinuance of the part



taken, and that the Commissioners had all the powers of the Legislature, that is of the State, to determine as to the propriety of such changes. p. 156.

It will be remembered that, while in the Hancock Brook road case, the railroad company did nothing as to opening a new road, the relator, in the case at bar, proposes to extend Silver Street to Commerce Street, at its own expense, thus virtually making this extension a part of Hill Street as well as affording thereby a convenient outlet to Lafayette and Liberty Streets, the latter of which is also kept open for foot passengers, by an elevated bridge.

The charter of the Norwich & Worcester Railroad Co., containing provisions similar to the Act of 1849, has received a similar construction from this Court. The railroad cut through a ridge along the top of which was a highway, and to avoid the expense of bridging the cut, discontinued the parts of the highway on each side of the cut, and carried it down the hill to a point where it could cross the railroad at grade. This the Court condemned as a virtual fraud, but the opinion assumes that the discontinuance if for a proper purpose, would have been within the powers of the company.

Norwich & Worcester R. R. Co. *vs.* Killingly, 25 Conn., 402, 406.

This statute is to be read as *in pari materia* with the Act of 1884, above cited, in regard to alterations of grade crossings, in the interest of public safety. By that the Commissioners can order such alterations in the highways crossed as they shall deem best, and their power is held one to be favorably construed.

Suffield *vs.* New Haven & Northampton Co., 53 Conn., 367, 370.

## II.

The power of changing highways in an original location is no broader than the power to change them in a re-location.

The common law made the power of location cease forever, when once exercised.

State *vs.* New Haven & Northampton Co., 45 Conn., 346, 347.

Our Act of 1863, modified this so far as to allow additions to the location for certain purposes, and the Act of 1882 modified it

further, by extending these purposes to cover any change to secure better depots and depot grounds.

When railroad companies are thus authorized to locate on new depot grounds, it must have been meant that they might locate them in the best way. Indeed, they are directly given in terms the power to take land in the manner provided by law, for original locations. By an original location, a highway can be taken for a railroad, and transferred to some other place, so as to give the "best site of ground" to the railroad. The same, then, must be true of a re-location.

When a highway can be conveniently crossed under or over a new railroad, it doubtless should be done, and the Railroad Commissioners, under the statute, may be trusted to see that it is done, whenever it is reasonably practicable. But where any crossing on the line of the railroad must, from the level of the ground, and the intersections of other streets, be at a grade, it is obviously desirable to prevent this by turning the course of the highway, or closing it up, and substituting another road.

Every grant of a principal right carries with it all its natural incidents. The grant to locate a city depot would be worthless where extensive grounds were needed, unless highways could be condemned under the Act of 1882, and the public travel were then diverted into other streets.

In this case the relator cannot fulfill its duties to the public, without a change of depot, and an abandonment of the present uses of Meadow Street. The legislature has so declared by the Special Act of 1886. The company has obtained liberty to make the change. It has taken the "best site of ground" for its purpose, and public safety demands the diversion from that site of all highway travel.

It must be presumed that the State intended that the machinery it has provided for determining railroad locations, should be adequate to settle these questions without any outside intervention. The city can discontinue streets, but its powers in this behalf were not given with any reference to matters of railroad construction. These must be settled by the action of the railroad companies and the Railroad Commissioners, and by them alone, as otherwise conflicts of jurisdiction and opinion might easily arise, which would often prevent the construction of railroads on the best plan, look-

ing to the good of the greater number rather than to that of any particular neighborhood or community.

This Court has recently declared that all grade crossings "are public nuisances, dangerous to public life; and no man has a vested interest in the creation or continuance of such a nuisance."

New York & New England R. R. Co. *vs.* Waterbury, 55 Conn., 24.

The policy of the State, as expressed in our recent statutes, is to promote their abolition and prevent their establishment. The statutes should therefore be liberally construed for the suppression of the mischief.

It must be assumed that the relator's location of its new depot grounds is the best practicable one. The extension of its line and connections to Newtown, and the West, now in progress, demands large grounds, and considerable freight houses and shops. Nowhere, near the center of New Haven, can they be secured without interference with city streets. Unless our laws are fatally defective, there must therefore be some legal methods of changing and closing any parts of these streets which interfere with the purposes of the new depot grounds and terminal facilities. Read in the light of their object, and of the construction of similar provisions in our older railroad charters, our statutes are fully adequate to the necessities of the case. They make the railroad company the primary representative of the State, to close up or turn off any such streets, provided the Railroad Commissioners, as the ultimate representative of the State, see fit to approve.

### III.

In this instance, the Commissioners have declined to act, merely for a supposed want of authority. If they have the authority, mandamus is the proper and only remedy to compel them to assume jurisdiction.

Seymour *vs.* Ely, 37 Conn., 106, 107.

Elderkin's Appeal, 49 Conn., 69, 71.

SIMEON E. BALDWIN,

*Counsel for relator.*



Supreme Court of Errors, New Haven County, June Term, 1888.—

THE STATE OF CONNECTICUT, <i>ex. rel.</i>	} <i>Reservation.</i>
THE NEW HAVEN & DERBY R. R. Co.	
<i>vs.</i>	
THE RAILROAD COMMISSIONERS.	

*Respondent's Brief.*

Prior to 1863 there was no way in which a railroad company, after its road had been once located, approved, and established, could alter its location, or acquire additional lands except by purchase; but in that year (chapter 41, secs. 1 and 2) authority was given, after a line of road had been located, etc., to so far alter the location as to change the curves, straighten and improve its lines, width and extent of depot grounds, slopes and embankments, and to extend the lines of sight, and to take the necessary land therefor. And in 1882 (chapter 140, sec. 6) the further right was given to take land "for additional tracks, turnouts, and freight and passenger stations and depots." Both these statutes relate to the taking of land by condemnation, and neither (in terms) authorizes the taking or using of public streets or highways for any of the purposes named; and it may well be doubted whether any such rights exist. If such right exists at all, it is solely such as is acquired through the statutes relating to the original construction of railroads. None of these permit the taking or using of public streets or highways for depots or depot grounds; the right is confined to the construction of the railroad across or upon the highways.

The rights and obligations of railroad companies, as regards the construction of their roads across or upon highways, are defined in sections 3476 and 3480 of the General Statutes, and are essentially the same as conferred by sections 12 and 13, chapter 37, of the Acts of 1849. Section 3480 requires that every railroad company which may locate and construct a railroad across any turnpike, highway, or public street, shall construct it so as to cross over or under the same unless the Railroad Commissioners permit it to be constructed upon a level, but in section 3476 it is provided that in case any highway is so located that the railroad can not be judiciously constructed across or upon the same without interfer-

ing therewith, the company may, with the consent of the Commissioners, cause such highway to be changed or altered so that said railroad may be made on the best site for that purpose, but the company must put such highway in as good situation and repair as it was previous to such alteration. It is under this section that the petitioner claims the right to take possession of the streets within the described limits, and have them discontinued and closed by order of the Commissioners. We deny that the section applies to the case under consideration or confers the authority claimed. If the railroad of the petitioner shall hereafter be constructed across these streets, it will cross them practically at right angles, and must be constructed as required by section 3489. The Legislature clearly had in mind different conditions to be met by the two sections. To construct a railroad "across or upon" a highway means something more than to construct it "across" simply. In order that section 3476 should apply there must be a substantial occupation of the highway for some portion of its length, such as will render it impracticable to use the highway in its original location. As expressed by the Court in *Norwich & Worcester R. R. vs. Town of Killingly*, 25 Conn., 402, the railroad must be constructed "upon and along a portion" of the highway in order to authorize a change in the location of the highway. The doctrine of that case governs this, and the case of the Town of Waterbury *vs. the H., P. & F. R. R. Co.*, 27 Conn., 146, fails to support the claim of the petitioner, as in that case the railroad completely occupied the site of the highway for the distance of a mile, and could not have been carried either over or under it. Hence the least important of the roads had to give way and the location of the highway was changed.

If, however, it shall be claimed that an interference with the travel upon a street is the same as an interference with the street itself, we reply that it does not yet appear that there will be hereafter any more interference with travel upon these streets than is now occasioned by the existing tracks. Reasons may be presented to the Railroad Commissioners sufficient to induce them to forbid the laying of any side track across these streets upon proceedings brought by the city under section 3493; so that neither the streets themselves nor travel upon them will be interfered with.

If the city of New Haven is willing, as is represented, that these streets should be discontinued, let it be done by the city in

the usual way; or if hereafter these streets shall come to be so used by the railroad company in connection with the adjoining territory that public safety will require an alteration in the mode of crossing or in the location of the streets, the proceedings necessary to secure such alterations may be had under section 3489, but not at the present time nor under section 3476, as claimed by the petitioner.

GEO. M. WOODRUFF, }  
W. H. HAYWARD, } *Railroad*  
WM. O. SEYMOUR, } *Commissioners.*

STATE *ex rel.* NEW HAVEN & DERBY RAILROAD COMPANY

*vs.*

THE RAILROAD COMMISSIONERS.

Supreme Court of Errors, New Haven County, June Term,  
1888. —

*Opinion of the Court.*

CARPENTER, J.

In December, 1887, the New Haven & Derby Railroad Company was using its railroad in such a manner as to cross Meadow Street, in the city of New Haven, with three of its tracks at grade. Across that street a large amount of switching was done. In 1886, by special act of the legislature (Special Laws, p. 385), the company was required, either voluntarily or upon compulsion by proceedings instituted by the Railroad Commissioners, to take such action as to lessen the switching across said street. With that end in view, the company, in December last, decided to abandon its passenger station and freight depot on Meadow Street, and re-locate the same at a point considerably west of Meadow Street, namely, west of Commerce Street and south of Silver Street. The site thus selected was crossed at grade by three other streets. The company decided to extend Silver Street so as to accommodate the public travel, and to discontinue so much of the three other streets as interfered with said location. This location was modified so as to reserve to the city the right to maintain its sewers, and to require the company, at its own expense, to construct and maintain a bridge, for foot passengers only, over said location along one of said streets.



On January 18, 1888, the Railroad Commissioners duly approved of the abandonment of the depots at Meadow Street, and on the 23d day of May following they approved of the new site selected, except so far as said location involved the discontinuance of said streets ; and in respect to that matter the finding and order are as follows : " As to the discontinuance and change of Hill, Lafayette, and Liberty Streets, asked for in said petition, we are of the opinion that if the premises above described are to be condemned and used for the purposes designated in said petition, it will be unsafe to use the said streets as they now exist at grade. Still, we think that under this proceeding we have no authority to order the discontinuance and changes asked for in the petition, and therefore decline so to do."

This suit is an application for a mandamus to require the defendants to act upon the matter of the discontinuance of said streets.

The defendants admit all allegations of fact to be true, but deny that they have by law jurisdiction to proceed and render judgment in the matter. The case is reserved for the advice of this court.

The question seems to be this: can the railroad company take the land used for streets for depots or depot grounds? If it can it will be conceded that the Commissioners have jurisdiction to approve or disapprove of such taking, and that it is their duty to do so.

The company was chartered in 1864, with such powers as were granted to railroad companies by the public act of 1849. That act, as found in the present revision, in section 3460, authorizes the company to lay out its road not exceeding six rods wide, and for the purpose of cuttings, embankments, and procuring stone and gravel, and for necessary turn-outs, to take as much more real estate as may be necessary, etc. Section 3476 relates specifically to the matter of highways, and is as follows : " When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the railroad company may construct said railroad across or upon the same, if the Railroad Commissioners shall judge it necessary ; but said company shall restore said watercourse or highway thus intersected to its former state, or in a sufficient manner not to impair its usefulness ; and in case any highway is so located that said railroad cannot be judiciously constructed across or upon the

same without interfering therewith, said company may, with the consent of said Commissioners, cause said highway to be changed or altered, so that said railroad may be made on the best site for that purpose ; but said company shall put such highway in as good situation and repair as it was previous to such alterations under the direction of said Commissioners, whose determination thereon shall be final." The defendants contend that this section, even in locating the road originally, does not authorize the company to take the streets for depot buildings. That depends upon what is meant by a railroad. What is it? Is it simply the tracks from one terminus to another ; or does it embrace cuttings, embankments, side tracks, and depot buildings? Depots for passengers and freight are essential parts of railroads. A railroad is incomplete without them. It is doubtless true that in speaking of the several parts of a railroad we distinguish between the main tracks, side tracks, or turnouts, and depots ; but when we speak of a railroad from one place to another we use the word in a comprehensive sense as embracing these ; and mean by it, so far as real estate is concerned, all the land and buildings owned by the corporation and necessary or convenient for the transaction of its business. It seems to us therefore that a reasonable construction of the statute would authorize the company, with the consent of the Commissioners, to take streets for depots as well as for its tracks, if this was a proceeding in the original location and construction of the road.

But this is a proceeding designated to effect some changes and improvements in the terminal facilities of an existing railroad ; and may properly be regarded as an alteration of the line of a road which has been "located, approved, and established." The statute specially applicable to such a case is section 3461, and is as follows : "Every railroad company, after its line of road shall have been located, approved, and established, may so far alter the location of such road as to change the radius of its curves, straighten and improve its lines, width, and extent of depot grounds, slopes and embankments, and extend its lines of sight, when such changes are approved by the Railroad Commissioners, and may take lands for additional tracks, turnouts, and freight and passenger stations, and depots, also for the purpose of supplying water for the use of its engines and stations, etc."

In behalf of the railroad company it is contended that this section authorizes the taking of portions of three streets for the purposes mentioned. The defendants deny this and claim that it relates solely to the taking of land by condemnation and does not in terms authorize the taking or using of public streets for any of the purposes named.

It is true this section does not use the word "street" or "highway," but the word "lands" is comprehensive and may include everything that may be classed as real estate. A highway or street is a public easement in land. It attaches to it and cannot exist separated from it; so that it is in fact a part of the realty. When the statute authorizes the taking of land, unless there is something indicating a contrary intent, it authorizes the taking of all the incident and appurtenances of land. All buildings and other improvements, all rights and privileges issuing out of land, whether private or public, may be taken, always provided due compensation shall be made to parties injured.

When the statute uses the word "land" in granting to a railroad company the power to exercise the right of eminent domain, it will be presumed to use it in its comprehensive sense, as including all interests attached to it or growing out of it; especially is this so if otherwise the rights granted would be inadequate or incomplete. Streets and highways can form no exception to this rule; because other statutes, *in pari materia*, expressly and by necessary implication confer the power to take and use portions of highways for railroad purposes, substituting other highways if need be for those thus used, ample provision being made for protecting the rights of the public through the action of the Railroad Commissioners. Those statutes afford ample proof that the legislature intended not only that the tracks of the railroad might be laid on the best site, for the benefit of the company, but also that depots should be placed in the best locations, for the benefit of the public; and that neither of these intentions should be defeated by the existence of highways. Both intentions are designed to promote the public welfare; the latter especially and more directly.

Depots are frequently, if not generally, located in thickly settled portions of cities, towns, and villages. In giving them the best location it must sometimes happen that portions of streets will be so interfered with that discontinuance becomes necessary.



It is in the interest of the public that those whose duty it is to locate them should have power to select the best locations.

In conclusion, we think the company has the power, subject to the approval of the Commissioners, to take the premises in question for the purposes named ; and that the defendants have jurisdiction, and that it is their duty, to approve or disapprove of the location as the needs of the public may require.

In this opinion the other judges concurred.

A true copy of the original opinion,

J. HOOKER, *Reporter*.

## CHANGE OF GRADE CROSSINGS IN FAIRFIELD.

## TOWN OF FAIRFIELD'S APPEAL FROM RAILROAD COMMISSIONERS.

## APPELLANT'S AND APPELLEE'S APPEAL.

Supreme Court of Errors, Fairfield Co., October Term, 1888.

*To the Honorable Superior Court in and for Fairfield County :*

The undersigned, the Town of Fairfield, a body politic and corporate, situated in said County of Fairfield, petitions, complains, and says :

1. That on the 13th day of February, 1888, the Railroad Commissioners of this State made a decision (of which Exhibit A to be filed in Court with this complaint is a copy), directing alterations in certain highways of said town of Fairfield, in their method of crossing the tracks, in said town, of the New York, New Haven & Hartford Railroad Company, a corporation organized and existing under the laws of this State, ordering portions of said highways to be eliminated, and alterations to be made in the location of others, and directing a portion of the expense of making the aforesaid alterations, etc., to be paid by said town of Fairfield, all of which fully appears in said decision of said Commissioners.

2. That the said the New York, New Haven & Hartford Railroad Company has an interest in said proceedings and decision of the said Railroad Commissioners adverse to your petitioner and complainant.

3. That the said decision of said Railroad Commissioners is improper and inexpedient.

4. That your petitioner and complainant is aggrieved by said decision of the Railroad Commissioners.

Wherefore the said town of Fairfield appeals to said Honorable Court to re-examine the question of the propriety and expediency

of the said decision of said Railroad Commissioners, according to the statute in such case made and provided.

Dated at Fairfield, this 2d day of March, 1888.

The Town of Fairfield, by its Selectmen,

EDWARD HAWKINS,

WILLIAM T. BULKLEY,

HORACE JENNINGS.

And by its Attorney,

WM. B. GLOVER.

*To the Sheriff of the County of Fairfield, or his Deputy, or the Sheriff of the County of New Haven, or his Deputy — GREETING :*

You are hereby commanded to summon the New York, New Haven & Hartford Railroad Company, a legal corporation organized and existing under the laws of this State, and having an office and principal place of business in the town of New Haven, in said County of New Haven (and the said the New York, New Haven & Hartford Railroad Company is hereby cited), to appear before the Superior Court in and for Fairfield County, on the first Tuesday in April, A. D. 1888, then and there to answer unto the foregoing petition, complaint, and appeal of the town of Fairfield, and you are further commanded to leave a true and attested copy of this citation and summons and of the foregoing petition, complaint, and appeal with or at the usual place of abode of William D. Bishop, Jr., the Secretary of the said the New York, New Haven & Hartford Railroad Company, on or before the 4th day of March, 1888.

Hereof fail not, etc.

Dated at Bridgeport, this 2d day of March, 1888.

SAM'L B. SUMNER,

*Clerk of Superior Court*

FAIRFIELD COUNTY, ss. Bridgeport, March 2, 1888.

Then and there I made service of the within petition and complaint and summons and citation, by leaving a true and attested copy of the same with William D. Bishop, Jr., the Secretary of the said the New York, New Haven & Hartford Railroad Company.

Attest,

PATRICK J. LEONARD,

*Deputy Sheriff for Fairfield County.*



FEEs — Travel,	\$0.20
Copy,	1.00
Service,	.12
Indorsements,	.24
	——\$1.56

## EXHIBIT "A."

## STATE OF CONNECTICUT.

## OFFICE OF THE RAILROAD COMMISSIONERS,

HARTFORD, February 13, 1888.

Be it remembered, that the Selectmen of Fairfield presented their petition to us, dated August 23, 1887, as follows, viz. :

*To the Railroad Commissioners of the State of Connecticut :*

We, the undersigned Selectmen of the town of Fairfield, in said State, represent that —

WHEREAS, All of the crossings of the highways in this town by the tracks of the New York, New Haven & Hartford Railroad Company are at grade ; and

WHEREAS, Two of said crossings are protected by the maintenance of gates thereat ; and

WHEREAS, At several of said crossings electric bells are maintained for the purpose of protection to the public thereat ; and

WHEREAS, Said bells there maintained afford no adequate protection at said crossings ; and

WHEREAS, At said crossings at which no gates or bells are maintained the public are entirely without any protection ; and

WHEREAS, The constantly increasing number and frequency of the trains of the aforesaid railroad company has greatly enhanced the public danger at said unprotected crossings, which danger is daily increasing ; and

WHEREAS, The recent sad loss of life at railroad crossings in this town and its vicinity demonstrates, in our opinion, the necessity of prompt, speedy, and efficient means of public protection at the aforesaid unprotected crossings ;

*Therefore,* We, as such Selectmen, and in accordance with a unanimous vote of a special meeting of said town, held on the 23d day of August, 1887, do request you to order the New York, New

Haven & Hartford Railroad Company to maintain a gate or keep a flagman at each of the crossings of the highways of this town by the tracks of the New York, New Haven & Hartford Railroad Company, except at said two crossings at which gates are now maintained.

FAIRFIELD, August 23, 1887.

EDWARD HAWKINS,	}	<i>Selectmen of the Town of Fairfield.</i>
WILLIAM T. BULKLEY,		
HORACE JENNINGS,		

As by said petition on file will fully appear. Upon which petition the following order for hearing and of notice was by us made on the 30th day of August, 1887, viz. :

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,

HARTFORD, August 30, 1887.

Upon the foregoing petition it is *Ordered*, That the same be heard at the Town Hall, Fairfield, on Wednesday, September 14, 1887, at 10.30 o'clock in the forenoon, and that notice thereof be given to said railroad company and to said Selectmen by George T. Utley, by depositing in the post-office in Hartford, postage paid, on or before the 7th of September, 1887, true and attested copies of said petition and of this order, addressed one to William D. Bishop, Jr., Secretary of the New York, New Haven & Hartford Railroad Company, Bridgeport, Conn., and one to the Selectmen, Fairfield, Conn.

GEO. M. WOODRUFF,	}	<i>Railroad Commissioners.</i>
W. H. HAYWARD,		
WM. O. SEYMOUR,		

And that on the 1st day of September, 1887, the Directors of the New York, New Haven & Hartford Railroad Company presented to us their several petitions, which petitions and the orders for hearing and of notice thereon are as follows :

*To the Honorable the Board of Railroad Commissioners of the State of Connecticut :*

The petition of the Directors of the New York, New Haven & Hartford Railroad Company respectfully represents :

1. The New York, New Haven & Hartford Railroad Company owns and operates the railroad running from New Haven to the New York State line, known as the New York Division.

2. Said railroad is crossed by two highways at grade in the town of Fairfield, at points west of the thirteen stringer railroad bridge in said town of Fairfield. The eastern of said grade crossings is upon a highway known as Benson Avenue ; the other of said grade crossings is about forty rods west of the grade crossing at Benson Avenue.

3. Public safety requires an alteration in said crossings, their approaches, the method of crossing, or the location of the highway or highways at or near the points of said crossings.

Your petitioners, therefore, respectfully pray your honorable board to order that said highways be carried over or under the tracks of the railroad, at or near the points of said crossings, or that such other or further orders relative to the crossings, their approaches, or the location of the highways, may be made as the same may be determined by your honorable board.

THE DIRECTORS OF THE NEW YORK, NEW HAVEN  
& HARTFORD R. R. Co.

*By* LYNDE HARRISON, *their Attorney.*

Dated at New Haven, this 8th day of June, A. D. 1887.

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,  
HARTFORD, SEPT. 1, 1887.

Upon the foregoing petition it is *Ordered*, That the same be heard in the town hall, in Fairfield, on Wednesday, September 14, 1887, at 10.30 o'clock in the forenoon, and that notice thereof be given to said railroad company, to the selectmen of Fairfield, and to the owners of land adjoining said crossings, by George T. Utey, by depositing in the post-office in Hartford, postage paid, on or before the 7th inst., true and attested copies of said petition and of this order, addressed one to each of the following named parties, viz.:

William D. Bishop, Jr., secretary New York, New Haven & Hartford Railroad Company, Bridgeport, Conn.; to the selectmen, Fairfield, Conn., and to O. B. Jennings, Samuel Morehouse, Edward Osborne, Anthony Smith, Mrs. David Perry, Mrs. William Granville, A. B. Jennings, Mrs. Joseph Lockwood, all at Fairfield, Conn.

GEORGE M. WOODRUFF,	} <i>Railroad</i> <i>Commissioners.</i>
W. H. HAYWARD,	
WILLIAM O. SEYMOUR,	



*To the Honorable, the Board of Railroad Commissioners of the State of Connecticut :*

The petition of the Directors of the New York, New Haven & Hartford Railroad Company respectfully represents:

1. The New York, New Haven & Hartford Railroad Company owns and operates the railroad running from New Haven to the New York State line, known as the New York division.

2. Said railroad is crossed by two highways at grade in the town of Fairfield, at points near the railroad station of said company, known as the Southport station. One of said crossings is the first one east of said railroad station and crosses the tracks of said railroad company substantially at right angles with said tracks. The other of said highways is sometimes known as the Boston Turnpike and crosses the tracks of said highway diagonally a short distance east of said first-mentioned highway.

3. Public safety requires an alteration in said crossings, their approaches, the methods of crossing, or the location of the highway or highways at or near the points of said crossings.

Your petitioners therefore respectfully pray your honorable board to order that said grade crossings be abolished, by carrying the first of said highways over or under the track substantially in the line of the present highway, and that such other alterations be made in connection with the Boston Turnpike crossing that said highway may be discontinued where it crosses the track of said company, or that such other or further orders relative to the crossings, their approaches, or the location of the highways, may be made as the same may be determined by your honorable board.

THE DIRECTORS OF THE NEW YORK, NEW HAVEN

& HARTFORD R. R. Co.,

*By* LYNDE HARRISON, *their Attorney.*

Dated at New-Haven, this 10th day of August, A. D. 1887.

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,

HARTFORD, Sept. 1, 1887.

Upon the foregoing petition it is *Ordered*, That the same be heard in the town hall, in Fairfield, on Wednesday, September 14, 1887, at 10.30 o'clock in the forenoon, and that notice thereof be given to said railroad company, to the selectmen of Fairfield,

and to the owners of land adjoining said crossings, by George T. Utley, by depositing in the post-office in Hartford, postage paid, on or before the 7th inst., true and attested copies of said petition, and of this order, addressed one to each of the following named parties, viz.: William D. Bishop, Jr., secretary New York, New Haven & Hartford Railroad Company, Bridgeport, Conn.; the selectmen, Fairfield, Conn., and to S. B. Wakeman, Mrs. B. F. Buckley, Mrs. John Alvord, C. F. Burr, Mrs. Cornelia Christmas, Edward Eddy, W. W. Wakeman, Augusta Jennings, Mrs. Charles Rockwell, heirs of Ebenezer Allen, clerk of the Episcopal Parish of Southport, all of Southport, Conn.

GEORGE M. WOODRUFF,	} <i>Railroad</i> <i>Commissioners.</i>
W. H. HAYWARD,	
WILLIAM O. SEYMOUR.	

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*To the Honorable, the Board of Railroad Commissioners of the State of Connecticut :*

The petition of the Directors of the New York, New Haven & Hartford Railroad Company respectfully represents:

1. The New York, New Haven & Hartford Railroad Company owns and operates the railroad running from New Haven to the New York State line, known as the New York division.

2. Said railroad is crossed by several highways at grade within the limits of the town of Fairfield. Applications have been brought for the special separation of the grades of the railroad and the highways at two points directly east of the railroad station at Southport, by application dated the 10th day of August, 1887, and in relation to the two at and near Benson Avenue in said Fairfield, by an application dated the 8th of June, 1887. The other grade crossings not included in said two applications and within the limits of said town are dangerous. Public safety requires an alteration in said other crossings within the limits of said town and not included in the two applications herein referred to, so that their approaches, or the method of crossing, or the location of the highway or highways at or near the points of said crossings may be changed in such a manner that the grade crossings shall no longer exist.

Your petitioners therefore respectfully pray your honorable board to order that said grade crossings be abolished, by carrying the highways either over or under the tracks of said railroad, at

or near the points of said crossings, or that such other or further orders relative to the crossings, their approaches, or the location of the highways, may be made as the same may be determined by your honorable board.

THE DIRECTORS OF THE NEW YORK, NEW HAVEN  
& HARTFORD R. R. Co.,

*By* LYNDE HARRISON, *their Attorney.*

Dated at New Haven, this 31st day of August, A. D. 1887.

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,

HARTFORD, Sept. 1, 1887.

Upon the foregoing petition it is *Ordered*, That the same be heard in the town hall in Fairfield, on Wednesday, September 14, 1887, at 10.30 o'clock in the forenoon, and that notice thereof be given to said railroad company, and to the selectmen of Fairfield, by George T. Utley, by depositing in the post-office in Hartford, postage paid, on or before the 7th inst., true and attested copies of said petition and of this order, addressed one to Wm. D. Bishop, Jr., secretary N. Y., N. H. & H. R. R. Co., Bridgeport, Conn., and one to the selectmen, Fairfield, Conn.

GEORGE M. WOODRUFF,	} <i>Railroad</i> <i>Commissioners.</i>
W. H. HAYWARD,	
WILLIAM O. SEYMOUR,	

As by said petition and orders on file will fully appear.

And on said fourteenth day of September, 1887, we met at the time and place mentioned in the said several orders, when said town and said railroad company appeared to prosecute their said several petitions, and by agreement between said town and said railroad company the hearings upon said several petitions, and the evidence in relation thereto, were had together, and the parties appearing were duly heard. And, on inquiry, it appeared, and we do find that said several orders of notice were duly complied with, and that reasonable notice of said hearing was given to said selectmen, to said railroad company, and to the owners of lands adjoining said several crossings. And the further hearing, on said several hearings, having been adjourned till the 21st day of October, 1887, a further order of notice was by us made on the 10th day of October, 1887, as follows :



## STATE OF CONNECTICUT.

## OFFICE OF THE RAILROAD COMMISSIONERS,

HARTFORD, October 10, 1887.

The Directors of the New York, New Haven & Hartford Railroad Company having brought their three several petitions, dated respectively the 8th day of June and the 10th and 31st days of August, 1887, therein representing that the railroad of said company was crossed by certain highways at grade in the town of Fairfield, and that public safety required an alteration in said crossings, their approaches, the method of crossing, or the location of the highways, as by said petitions more fully appears, which petitions were in part heard by us at the town hall in said Fairfield, on the 14th day of September last, and the further hearing thereon having been adjourned to the 21st day of October, 1887, at 10.30 A. M., at said town hall, now, therefore, it is ordered that notice thereof be given to said railroad company, to the selectmen of said town, and to the owners of the land adjoining said crossings, by George T. Utley, by depositing in the post-office at Hartford true and attested copies of this order, on or before the 14th day of October, 1887, addressed as follows: One to William D. Bishop, Jr., secretary New York, New Haven & Hartford Railroad Company, Bridgeport, Conn.; one to the selectmen, Fairfield, Conn., and one to each of the following named parties: Solomon Hexter, president Fairfield Chemical Co., and Erwin Strickland, at Bridgeport, Conn.; John L. and Catherine W. Morehouse, Samuel F. and Sarah E. Jessup, heirs of Henry Rowland, Mrs. Henry Rowland, Henry E. Rowland, Samuel Rowland, Amory E. Rowland, Mrs. Eliza J. Brown, Arthur Brown, John and Margaret McGarrey, Charles B. Wakely, Frederick Sturges, Jeremiah D. Toomey, Mrs. Mary Mullins, Fairfield Rubber Company, E. W. Harral, president, heirs of Martin Whalen, Mrs. Martin Whalen, Mary Whalen, Katie Whalen, Lizzie Whalen, Michael Whalen, Annie Whalen, Thomas Whalen, Luke Whalen, Mary Whalen, guardian of James Whalen, and Mrs. Charles H. Christmas, all at Fairfield, Conn.; also O. B. Jennings, Samuel Morehouse, Edward Osborne, Anthony Smith, Mrs. David Perry, Mrs. William Granville, A. B. Jennings, and Mrs. Joseph Lockwood, at said Fairfield; Almon Roff and heirs of Margaret Roff, S. B. Wakeman, W. W. Wakeman, Mrs. B. F. Buckley, Mrs. John Alvord, C. F. Burr, Mrs. Cornelia Christmas, Edward Eddy, Augusta Jennings, Mrs.

Charles Rockwell, heirs of Ebenezer Alden, Mrs. Thomas Callan, Charles Lacey, Mrs. Henrietta Sturges, James Curran, Flora Burr, Sophronia Jennings, Mrs. Mary J. Alvord, Mrs. Mary Buckley, Trinity Episcopal Church, Rev. Chas. G. Adams, Edward Hawkins, Clerk Trinity Church, Wm. F. Northrop, George E. Northrop, Mrs. Jane A. Jennings, care Nehemiah Jennings, Selleck Sherman, Mrs. Wm. F. Elwood, Elizabeth H. Schenck, Mrs. Mary J. Pomeroy, Mrs. Elbert B. Monroe, Josiah Hawkins, Betsey Hawkins, Elizabeth Hawkins, and Mrs. Elizabeth Mills, all at Southport, Conn.; Mrs. Cornelia D. Parks, Brooklyn, N. Y.; Rebecca Foster, Orange, N. J., and Michael Murphy, Jr., Bridgeport, Conn.

GEO. M. WOODRUFF,	} <i>Railroad</i> <i>Commissioners.</i>
W. H. HAYWARD,	
WM. O. SEYMOUR,	

And the further and final hearings on said petitions were continued from time to time until the 25th day of January, 1888. And, on consideration, we are of the opinion that public safety requires that the changes in the location of said highways and in the method of crossing the tracks of the railroad company, as hereinafter set forth should be made. We do therefore order and determine that the location of the said highways and the method of crossing said tracks be altered, so that instead of said highways crossing tracks at grade, as at present, they cross as hereinafter set forth.

1. We order and determine that the first crossing east of the Westport line, known as the Marquand crossing, be carried under said railroad in the place and manner delineated and shown on a map on file in this office, marked "Plan of crossings at Southport, N. Y., N. H. & H. R. R., scale 80 feet to the inch," said highway to be twenty-four feet wide in the clear between the abutments of the bridge, and to be twelve feet in the clear between the surface of the highway and the under side of the bridge.

2. And that the next highway east, known as Elwood's crossing, together with the existing crossing east of that, known as the Southport Station crossing, be changed as follows:

1. That a new highway be constructed from a point marked "A" on the map of the plan of the crossings at Southport, dated January 25, 1888, southeasterly and across the premises of Mrs. W. Elwood, Mrs. B. Pomeroy, and others, to a point marked "B" on the property of F. Gelliff, and thence easterly parallel with the railroad

track to the existing highway near the property of S. Sherman; and that a new highway be constructed from a point marked "C" on the existing highway in said Southport south of the Southport station, thence northerly along the line of the proposed road marked "E" upon said map, until the same intersects the new highway to be constructed north of said track; and that said new highways be carried under the track in the manner indicated upon said map; said new highway between the abutments of the railroad bridge to be twenty-four feet in the clear, with twelve feet clear of headroom between the surface of the highway and the under side of the bridge; and on the completion of said change said Elwood crossing and said existing crossing at the Southport Station to be closed on the lines of the location of said railroad.

3. And that the location of the highway next east of the Southport station, known as the Rectory crossing, be altered, so that instead of crossing at grade in its present location, it be carried easterly over and along the existing highways to a point marked "Y" on the Boston Post Road, so called, as the same is delineated upon a map on file in this office, marked "Plan of crossing at Southport of date of January 25th, 1888," and thence that a new highway be laid out southerly across the property of Mrs. Banks Alvord to the present highway south of the tracks, and said new highway is delineated upon said map; and that said new highway be carried under said railroad, and said highway between the abutments of the railroad bridge to be twenty-four feet wide in the clear, with twelve feet clear of headroom between the surface of the highway and the under side of the bridge; and on the completion of said change said Rectory crossing to be closed on the lines of the location of said railroad.

4. And the location of said highway known as Lacy's crossing, and the mode of crossing, be altered so that instead of crossing at grade in its present location, it be carried westerly over and along the existing highways to a point a little easterly of the Greenfield Road bridge, and there be carried over the track by a bridge in the place and manner shown on said map of January 25, 1888, and that for that purpose said Greenfield Road bridge be moved to said place, and that new portions of highway be laid out and constructed as shown upon said map, said bridge to be of iron, 52 feet long, 24 feet wide, and 18 feet in the clear above said tracks, and on the completion of said change said crossing to be closed on the line of the location of said railroad.



5. And that the highway next east, known as Murphy's crossing, be carried under said railroad in the place and manner shown on a map on file in this office, marked "N. Y., N. H. & H. R. R., Map showing Proposed Changes of Grade Crossings at Fairfield, Connecticut"; said highway to be 24 feet in width between the abutments, with 12 feet clear headroom between the surface of the highway and bottom of the bridge.

6. And that the next crossing east, known as Mill Plain crossing, be carried under the railroad in the present line of the street in the place and manner shown on a map on file in this office, marked "Plan showing Proposed Change of First Crossing west of Fairfield Station, N. Y., N. H. & H. R. R., January 25th, 1888"; and said highway to be 24 feet wide between the abutments of the bridge, with 12 feet clear headroom between the surface of the highway and bottom of the bridge.

7. And that the highway at the east end of the passenger station at Fairfield be carried over said railroad in the present line of said street upon an iron bridge, to be erected as shown on a map on file in this office, marked "Plan Showing proposed Change of Crossing at Fairfield Station, N. Y., N. H. & H. R. R., scale 80 feet to one inch, January 25, 1888"; the grade of the approach on the north side of said bridge to be six feet per hundred, and the grade of the approach on the south side thereof to be seven feet per hundred, with an inclined approach marked "A," as shown on said map, forty feet wide, extending westerly from said street into the station grounds, said bridge to be 52 feet space between the abutments thereof, and 33 feet wide, and 18 feet in the clear above the tracks of said railroad.

8. And that the second highway east of Fairfield station, known as the Morehouse crossing, be carried under said railroad, in the place and manner shown on said map of changes at Fairfield station, of January 25, 1888; said highway to be 24 feet wide in the clear between the abutments of the bridge and 12 feet clear headroom between the surface of the highway and bottom of the bridge.

9. And that the crossing next east, known as Lockwood's crossing, be carried under said railroad in the place and manner shown on said map, said highway to be twenty-four feet wide in the clear between the abutments of the bridge, and twelve feet clear headroom between the surface of the highway and bottom of the bridge.

10. And that the highway at the fourth crossing east of said

Fairfield station, known as the Quarry crossing, be carried over said railroad by a bridge in the place and manner as shown on a map on file in this office, marked "Proposed Change of 4th Crossing east of Fairfield Station, N. Y., N. H. & H. R. R.," said bridge to be of iron, fifty-two feet long, twenty-four feet wide, and eighteen feet in the clear above said tracks.

11. And that the crossing next east thereof, being the most eastern crossing in said town of Fairfield, known as the Chemical Works crossing, be carried over said tracks in the line of said street by a bridge of iron fifty-two feet long, twenty-four feet wide, and eighteen feet in the clear above the tracks, and in the place and manner shown on a map on file in this office, marked "N. Y., N. H. & H. R. R., Proposed Change of Crossing at Fairfield Chemical Works, Fairfield, Connecticut."

12. And we do further order and determine that all of the work necessary for said alterations be performed, and all rights of way procured, and all legal damages incident to said changes in the first instance be paid for by said railroad company; and that all of said highways under said railroad be provided by said company with ample and effective drains, so as to keep the same free from standing water. And that all of such highways as are carried over said railroad shall be provided by said company with such strong and substantial railings at the sides of the raised approaches thereof as may be necessary for the safe protection of public travel thereon. And on the completion of the work said town to pay said railroad company the sum of \$3,000, and also \$3,000 one year thereafter, and also \$3,000 additional two years after completion, and also \$3,000 additional three years after the completion of said work.

GEORGE M. WOODRUFF,	} <i>Railroad</i>
W. H. HAYWARD,	
WM. O. SEYMOUR,	
	} <i>Commissioners.</i>

APPEAL OF TOWN OF FAIRFIELD	} Superior Court,
from	
RAILROAD COMMISSIONERS.	
	} Fairfield County,
	} April 20, 1888.

*Answer to the New York, New Haven & Hartford Railroad Company, Appellees.*

1. Paragraphs one and two of the complaint are admitted.
2. Paragraphs three and four are denied.

By STODDARD, BISHOP & HAVILAND, and L. HARRISON,  
*Attorneys for Railroad Co.*

TOWN OF FAIRFIELD	}	Superior Court, Fairfield County, September Term, 1887.
<i>vs.</i>		
THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.		

(Brought to 1st Tuesday, April, 1888.) September 17, 1888.

*Judgment File.*

This action, by an appeal from an order of the Railroad Commissioners, a printed copy of which order is hereto annexed, marked Exhibit "A," came to the present session of this Court, on the first Tuesday of April, 1888, and thence by continuance to the 17th day of May, 1888, when the parties appeared and were at issue to the Court as on file.

The Court having heard the parties upon said appeal, and having re-examined the question of the propriety and expediency of the orders set forth in Exhibit "A," aforesaid, and appealed from in this action, finds that the orders of said Railroad Commissioners embodied in paragraphs three (3) and seven (7), of Exhibit "A," aforesaid, relating to the Rectory crossing, so called, and the crossing at Fairfield station, so called, respectively, are inexpedient and improper, and that the said orders ought to be disaffirmed and set aside; that public safety requires an alteration in the several grade crossings in the town of Fairfield, known as the Marquand crossing, the Ellwood crossing, the Lacy crossing, the Murphy's crossing, the Mill Plain crossing, the Morehouse crossing, the Lockwood's crossing, the Quarry crossing, and the Chemical Works' crossing, as the same are described in paragraphs one (1), two (2), four (4), five (5), six (6), eight (8), nine (9), ten (10), and eleven (11), of Exhibit "A," aforesaid; that the orders of the Railroad Commissioners embodied in paragraphs four (4), five (5), ten (10), and eleven (11), of Exhibit "A," aforesaid relating to the crossings called respectively, Lacy, Murphy, Quarry, and Chemical Works' crossings, are proper and expedient, and should be affirmed; that the order of the Railroad Commissioners, as embedded in paragraphs one (1), two (2), six (6), eight (8), and nine (9), of Exhibit "A," aforesaid, relating to the Marquand, Ellwood, Mill Plain, Morehouse, and Lockwood crossings, respectively, are improper and inexpedient, and should be disaffirmed and set aside, and the orders hereinafter set forth, and as numbered as paragraphs 1, 2, 5, 6, and 7, should be made in lieu thereof, and that the order of said



Railroad Commissioners embodied in paragraph twelve (12), of said Exhibit "A," is improper and inexpedient, and should be disaffirmed and set aside.

It is therefore ordered and determined—

1st. That the first crossing east of the Westport line, known as the Marquand crossing, be carried under the railroad in the place and manner delineated and shown on a map on file in the office of the Railroad Commissioners, at the Capitol in Hartford, marked "Plan of crossings at Southport, N. Y., N. H. & H. Railroad, scale 8 feet to the inch," a copy of which is annexed marked Exhibit "B." Said highway to be 30 feet wide in the clear between the abutments of the bridge, and to be 12 feet in the clear between the surface of the highway and the under side of the bridge.

2d. And that the next highway east, known as Ellwood's crossing, together with the existing crossing east of that, known as the Southport station crossing, be changed as follows ; to wit : a new highway shall be constructed from a point marked "A," on the map of the plan of crossing at Southport, dated January 25, 1888 (said map being on file in the office of the Railroad Commissioners, and a copy thereof annexed hereto, marked "C"), southeasterly and across the premises of Mrs. W. Ellwood, Mrs. B. Pomeroy and others, to a point marked "B" on the property of F. Jelliff, and thence easterly, parallel with the railroad track to the existing highway, near the property of S. Sherman ; and that a new highway be constructed from a point marked "C," on the existing highway, in said Southport, south of the Southport station, thence north, along the line of the proposed road marked "E," upon the said map, until the same intersects the new highway to be constructed north of said track ; and that said new highway be carried under the track, in the manner indicated upon said map ; said new highway between the abutments of the bridge to be 30 feet in the clear, with 12 feet of head room between the surface of the highway and the under side of the bridge ; and on the completion of said change, said Ellwood and said existing crossing at Southport station, to be closed on the line of the location of said railroad.

3d. And that the location of the highway known as Lacy's crossing, and the mode of crossing, be altered, so that instead of crossing at grade, in its present location, it be carried westerly, over and along the existing highways, to a point a little easterly

of the Greenfield Road bridge, and there to be carried over the track by a bridge, in the place and manner shown on said map of January 25, 1888, on file in the office of the Railroad Commissioners, a copy thereof being annexed hereto, marked "D," and that for that purpose said Greenfield Road bridge be moved to said place, and that new portions of highway be laid out and constructed, as shown upon said map and copy ; said bridge to be of iron, 52 feet long, 24 feet wide, and 18 feet in the clear above said tracks, and on the completion of said change, said crossing to be closed on the line of the location of said railroad.

4th. And that the highway next east, known as Murphy's crossing, be carried under said railroad, in the place and manner shown on a map on file in the office of the Railroad Commissioners, at the Capitol in Hartford, marked "N. Y., N. H. & H. R. R., map showing proposed changes of grade-crossing at Fairfield, Conn.," a copy of which is annexed hereto marked "E," said highway to be 24 feet in width between the abutments, with 12 feet clear head room between the surface of the highway and bottom of the bridge.

5th. And that the next crossing east, known as Mill Plain crossing, be carried under the railroad in the present line of the street, in the place and manner shown on a map on file in the office of the Railroad Commissioners, marked "Plan showing proposed change of first crossing west of Fairfield station, N. Y., N. H. & H. R. R., January 25th, 1888," a copy of which is annexed hereto marked "F" ; and said highway to be 30 feet wide between the abutments of the bridge, with 12 feet clear head room between the surface of the highway and bottom of the bridge.

6th. And that the second highway east of Fairfield station, known as the Morehouse crossing, be carried under said railroad, in the place and manner shown on said map of changes at Fairfield station, of January 25, 1888, a copy of which is annexed hereto marked "G" ; said highway to be 30 feet in the clear, between the abutments of the bridge, and 12 feet clear head room between the surface of the highway and bottom of the bridge.

7th. And that the crossing next east, known as Lockwood's crossing, be carried under said railroad, in the place and manner shown on said map, a copy of which is annexed hereto marked "H," said highway to be 30 feet wide in the clear between the abutments of the bridge, and 12 feet clear head room between the surface of the highway and bottom of the bridge.

8th. And that the highway at the fourth crossing east of said Fairfield station, known as the Quarry crossing, be carried over said railroad by a bridge, in the place and manner shown by a map on file in said office of the Railroad Commissioners, marked "The proposed change of the fourth crossing east of Fairfield station, of the N. Y., N. H. & H. R. R. Co.," a copy of which is annexed marked "J"; said bridge to be of iron, 52 feet long, 24 feet wide, and 18 feet in the clear above said tracks.

9th. And that the crossing next east thereof, being the most eastern crossing in said town of Fairfield, known as the Chemical Works' crossing, be carried over said tracks in the line of said street, by a bridge of iron, 52 feet long, 24 feet wide, and 18 feet in the clear above the tracks, and in the place and manner shown on a map on file in said office of the Railroad Commissioners, marked "N. Y., N. H. & H. R. R., proposed change of crossing at Fairfield Chemical Works, Fairfield, Conn.," a copy of which is annexed marked "K."

10th. And it is further ordered and determined, that all of the work necessary for said alterations be performed, and all rights of way procured, and all legal damages incident to said changes, be paid for by said Railroad Company, and that all the said highways under said railroad be provided by said company with ample and effective drains, so as to keep the same free from standing water.

And it is ordered that all of such highways as are carried over said railroad shall be provided by said company with such strong and substantial railings at the sides of the raised approaches thereto, as may be necessary for the safe protection of public travel thereon.

11th. So many of the orders of the Railroad Commissioners contained in Exhibit "A," aforesaid, as are hereinbefore found to be improper and inexpedient, are disaffirmed and set aside; and so many of said orders as are hereinbefore found to be proper and expedient are affirmed.

12th. No costs shall be taxed in this appeal in favor of either party.

TORRANCE, *J.*

Date of judgment September 17, 1888.

[The maps referred to in this judgment as appended to it, are omitted from the printed record by consent.]



## EXHIBIT "A."

[This Exhibit is identical with "Exhibit A" attached to and hereinbefore printed as a part of the complaint, but for the sake of brevity only the final order of the Commissioners thereon is reprinted here.]

And the further and final hearings on said petitions were continued from time to time until the 25th day of January, 1888. And, on consideration, we are of the opinion that public safety requires that the changes in the location of said highways and in the method of crossing the tracks of the railroad company, as hereinafter set forth should be made. We do, therefore, order and determine that the location of the said highways and the method of crossing said tracks be altered, so that instead of said highways crossing tracks at grade, as at present, they cross as hereinafter set forth.

1. We order and determine that the first crossing east of the Westport line, known as the Marquand crossing, be carried under said railroad in the place and manner delineated and shown on a map on file in this office, marked "Plan of crossing at Southport, N. Y., N. H. & H. R. R., scale 80 feet to the inch," said highway to be 24 feet wide in the clear between the abutments of the bridge, and to be 12 feet in the clear between the surface of the highway and the under side of the bridge.

2. And that the next highway east, known as Ellwood's crossing, together with the existing crossing east of that, known as the Southport Station crossing, be changed as follows :

1. That a new highway be constructed from a point marked "A" on the map of the plan of the crossing at Southport, dated January 25, 1888, southeasterly and across the premises of Mrs. W. Ellwood, Mrs. B. Pomeroy, and others, to a point marked "B" on the property of F. Jelliff, and thence easterly parallel with the railroad track to the existing highway near the property of S. Sherman ; and that a new highway be constructed from a point marked "C" on the existing highway in said Southport south of the Southport station, thence northerly along the line of the proposed road marked "E" upon said map, until the same intersects the new highway to be constructed north of said track ; and that said new highways be carried under the track in the manner indicated upon said map ; said new highway between the abutments of the railroad bridge to be 24 feet in the clear, with 12 feet clear

of headroom between the surface of the highway and the under side of the bridge ; and on the completion of said change said Elwood crossing and said existing crossing at the Southport Station to be closed on the lines of the location of said railroad.

3. And that the location of the highway next east of the Southport Station, known as the Rectory crossing, be altered, so that instead of crossing at grade in its present location, it be carried easterly over and along the existing highways to a point marked "Y" on the Boston Post Road, so called, as the same is delineated upon a map on file in this office, marked "Plan of crossing at Southport of date of January 25th, 1888," and thence that a new highway be laid out southerly across the property of Mrs. Banks Alvord to the present highway south of the tracks, as said new highway is delineated upon said map ; and that said new highway be carried under said railroad, and said highway between the abutments of the railroad bridge to be 24 feet wide in the clear, with 12 feet clear of headroom between the surface of the highway and the under side of the bridge ; and on the completion of said change said Rectory crossing to be closed on the lines of the location of said railroad.

4. And the location of said highway known as Lacy's crossing, and the mode of crossing, be altered so that instead of crossing at grade in its present location, it be carried westerly over and along the existing highways to a point a little easterly of the Greenfield Road Bridge and there be carried over the track by a bridge in the place and manner shown on said map of January 25, 1888, and that for that purpose said Greenfield Road bridge be moved to said place, and that new portions of highway be laid out and constructed as shown upon said map, said bridge to be of iron, 52 feet long, 24 feet wide, and 18 feet in the clear above said tracks, and on the completion of said change, said crossing to be closed on the line of the location of said railroad.

5. And that the highway next east, known as Murphy's crossing, be carried under said railroad in the place and manner shown on a map on file in this office, marked "N. Y., N. H. & H. R. R., Map showing Proposed Changes of Grade Crossings at Fairfield, Connecticut" ; said highway to be 24 feet in width between the abutments, with 12 feet clear headroom between the surface of the highway and bottom of the bridge.

6. And that the next crossing east known as Mill Plain crossing,

be carried under the railroad in the present line of the street in the place and manner shown on a map on file in this office, marked "Plan showing Proposed Change of First Crossing west of Fairfield Station, N. Y., N. H. & H. R. R., January 25, 1888"; and said highway to be 24 feet wide between the abutments of the bridge, with 12 feet clear headroom between the surface of the highway and bottom of the bridge.

7. And that the highway at the east end of the passenger station at Fairfield, be carried over said railroad in the present line of said street upon an iron bridge, to be erected as shown on a map on file in this office, marked "Plan showing Proposed Change of Crossing at Fairfield Station, N. Y., N. H. & H. R. R., scale 80 feet to one inch, January 25, 1888"; the grade of the approach on the north side of said bridge to be six feet per hundred, and the grade of the approach on the south side thereof to be seven feet per hundred, with an inclined approach marked "A," as shown on said map, forty feet wide, extending westerly from said street into the station grounds, said bridge to be 52 feet space between the abutments thereof, and 33 feet wide, and 18 feet in the clear above the tracks of said railroad.

8. And that the second highway east of Fairfield station, known as the Morehouse crossing, be carried under said railroad, in the place and manner shown on said map of changes at Fairfield station, of January 25, 1888; said highway to be 24 feet wide in the clear between the abutments of the bridge, and 12 feet clear headroom between the surface of the highway and bottom of the bridge.

9. And that the crossing next east, known as Lockwood's crossing be carried under said railroad in the place and manner shown on said map, said highway to be twenty-four feet wide in the clear between the abutments of the bridge, and twelve feet clear headroom between the surface of the highway and bottom of the bridge.

10. And that the highway at the fourth crossing east of said Fairfield Station, known as the Quarry crossing, be carried over said railroad by a bridge in the place and manner as shown on a map on file in this office, marked "Proposed Change of fourth Crossing east of Fairfield Station, N. Y., N. H. & H. R. R.," said bridge to be of iron, fifty-two feet long, twenty-four feet wide, and eighteen feet in the clear above said tracks.



11. And that the crossing next east thereof, being the most eastern crossing in said town of Fairfield, known as the Chemical Works crossing, be carried over said tracks in the line of said street, by a bridge of iron, fifty-two feet long, twenty-four feet wide, and eighteen feet in the clear above the tracks, and in the place and manner shown on a map on file in this office, marked "N. Y., N. H. & H. R. R., Proposed Change of Crossing at Fairfield Chemical Works, Fairfield, Connecticut."

12. And we do further order and determine that all of the work necessary for said alterations be performed, and all rights of way procured, and all legal damages incident to said changes in the first instance, be paid for by said railroad company; and that all of said highways under said railroad be provided by said company with ample and effective drains, so as to keep the same free from standing water. And that all of such highways as are carried over said railroad shall be provided by said company with such strong and substantial railings at the sides of the raised approaches thereof, as may be necessary for the safe protection of public travel thereon. And on the completion of the work said town to pay said railroad company the sum of \$3,000, and also \$3,000 one year thereafter, and also \$3,000 additional two years after completion, and also \$3,000 additional three years after the completion of said work.

GEORGE M. WOODRUFF,	} <i>Railroad</i> <i>Commissioners.</i>
W. H. HAYWARD,	
WM. O. SEYMOUR,	

TOWN OF FAIRFIELD	} Superior Court, Fairfield County.
APPEAL FROM RAILROAD COMMISSIONERS.	

[Returned to the 1st Tuesday in April, 1888.]

*Notice of Appeal.*

Notice is hereby given that the Town of Fairfield, appellant in the above-entitled cause, appeals from the judgment or decree rendered therein by said Court.

WM. B. GLOVER,  
*Attorney for the Town of Fairfield.*

TOWN OF FAIRFIELD'S	} Superior Court, Fairfield County.
APPEAL FROM RAILROAD COMMISSIONERS.	

[Returned to 1st Tuesday, in April, 1888.]

*Notice of Appeal.*

The N. Y., N. H. & H. R. R. Co., appellees in the above-entitled cause, appeal from the judgment of the Court therein, to the next term of the Supreme Court of Errors, to be held within and for Fairfield County, on the 4th Tuesday of October, 1888.

N. Y., N. H & H. R. R. Co.,  
By STODDARD, BISHOP & HAVILAND,  
*its Attorneys.*

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TOWN OF FAIRFIELD	}	Superior Court,
<i>vs.</i>		Fairfield County,
THE N. Y., N. H & H. R. R. Co.	}	Sept. Term, 1888.

[March Session, 1888.]

*Finding of Facts on Appeal.*

In the above-entitled cause, the Town of Fairfield thinks itself aggrieved by the decision of the Court in relation to the Ellwood crossing, so-called, and the defendant, the Railroad Company, thinks itself aggrieved by the decision of the Court in relation to the matter of the apportionment of the expense involved in making the changes ordered by said decision; and at the request of each of said parties, the Court finds the following facts, with reference to the decision on each of said points:

As to the Ellwood Crossing matter,

The application upon which the order of the Railroad Commissioners, relative to this crossing was based, is that of the Railroad Company, dated August 31, 1887.

The map hereto annexed, marked Exhibit "A," and made part of this finding, shows the location of the existing Ellwood crossing; the location of the crossing and changes ordered by this Court; the topography of the vicinage and distances between certain given points.

[This map is by agreement to be exhibited to the Court on the argument. It cannot well be reproduced so as to be conveniently attached to the printed record.]

The crossing shown upon the map between the freight and passenger stations of the railroad company, and designated on said map and in this finding as the Station crossing, has been for years past, and now is, used by the public as a highway crossing.

On the trial of this case, it did not appear whether said Station

crossing was a highway of the town or a trespass crossing, as claimed by the railroad company, and it was agreed that said question should not be passed upon by the Court, and no finding is made on said point.

No application for any order or change in any way affecting said Station crossing, was before this Court by appeal or otherwise.

The highway which crosses the railroad at the present Ellwood crossing antedates the railroad, is important, and much traveled, especially by the residents of a large farming district north of the tracks, and from the tracks leads directly to the center of the business portion of the village and the wharves.

The town, and the property owners at said crossing, desire its location to remain unchanged ; public safety requires that the grades at said crossing should be separated, and such separation in a proper manner is entirely feasible.

The Court finds that said Station crossing is a dangerous crossing ; that public safety requires that it be at once discontinued, or that the grades thereat should be separated ; that if this be done, public convenience, safety, and necessity, require that there should be constructed, in lieu of said station crossing, a sub-grade crossing, near said station, substantially as ordered by the Court in this cause ; that in such case public convenience and necessity do not require that there should be two sub-grade crossings west of said station, to wit : one as ordered by this Court, and one in the line of the existing Ellwood crossing, within so short a distance of each other.

The change in the highway as ordered by the Court will be a convenience to many persons in going to and from the station, and to and from different points in said village, and will insure a greater degree of safety in and about said station.

Such change will necessitate about eleven hundred feet of extra travel for persons going to and from a point near the junction of the Ellwood road, with the King's highway, so called, and the wharves and business center of the village. The public generally will be reasonably accommodated by said change.

The town claimed, that upon all the facts relative to the Ellwood crossing, and inasmuch as the matter of the Station crossing was not by any appeal or application before the Court, that the Court could make no order affecting said Station crossing ; and that its existence, or the fact that it ought to be or would be in



the near future discontinued or changed in any way, should not be considered in determining what should be done with the existing Ellwood crossing ; and that under the facts as here found, the change ordered by the Court at this point could not be made.

The Court overruled said claim, and rendered judgment as on file, and the town duly excepted.

As to the matter of the apportionment of expense the Court finds as follows :

The railroad company intends to construct two additional tracks along side of its present tracks, in the town of Fairfield, so that in the near future, trains will run through said town upon four tracks. Its trains have very largely increased in number and speed, in recent years, and on the completion of said four tracks, will be largely increased in number.

Owing to these facts, the grade crossings which are ordered to be changed by the judgment herein, are and will soon become so dangerous that they ought to be abolished.

All of the existing grade crossings in said town were in existence in substantially their present location, at and before the construction of the railroad.

The applications in the cases from which the appeal in this case was taken, were brought under sections 3489, 3490, and 3491 of the general statutes.

The appeal was taken under Section 3518 of said statutes.

The cost of making the changes ordered by this Court, will be about \$120,000, exclusive of land damages.

The railroad company claimed that under Section 3489, it was the intent of the law, that a portion of the expense of removing said grade crossings should be assessed upon the town, even in a case like the one at bar, and that this Court had full power and ought to assess a portion of the expense upon the town.

The Court was of opinion that the power to apportion said expenses was a discretionary power, and finds that under the facts as herein found, the railroad company ought to bear the whole expense, and that there should be no apportionment of such expense between it and said town.

The railroad company duly excepted.

TORRANCE, *Judge.*

THE TOWN OF FAIRFIELD'S APPEAL	}	Superior Court,
FROM THE		Fairfield County,
RAILROAD COMMISSIONERS.		1st Tuesday of April, 1888.

*Appellant's Appeal.*

In the above-entitled cause the town of Fairfield appeals from the judgment of said court to the Supreme Court of Errors to be holden at Bridgeport, within and for the County of Fairfield, on the fourth Tuesday of October, 1888, for the revision of the errors claimed by it to have occurred in the trial thereof, and for reasons of appeal assigns the following, viz. :

That upon the pleadings, papers, and facts herein the Court erred —

1. In ordering the Ellwood crossing closed.
2. In ordering the Ellwood crossing closed upon a new and different crossing being substituted therefor, involving a substantial change in the old highway.
3. In ordering the Ellwood crossing closed and a new and different crossing substituted therefor, to the inconvenience of the traveling public and adjacent property-owners, in order that the railroad company might be saved the expense of constructing a proper approach to its station in addition to separating the grades at said crossing as was there entirely feasible ; and
4. In ordering the Ellwood crossing closed as part of an arrangement, a controlling element in and motion for which was a provision for and the protection of a *de facto* crossing which was not before the Court, for the protection of which no application was pending, and which so far as appeared, was not even a highway, but an approach to its station, provided by the railroad company over its own land, and subject to its control.

It therefore prays for such relief as is provided by law in the premises.

Bridgeport, Conn., Oct. 20, 1888.

THE TOWN OF FAIRFIELD,  
BY W. B. GLOVER,  
PERRY & PERRY,  
*its Attorneys.*

I certify that the foregoing appeal was filed on the 20th day of October, 1888, and John H. Perry, of Fairfield, is recognized in

the sum of \$50, conditioned that the said appellant shall prosecute its appeal to effect and pay all costs therein if it shall fail so to do, and said appeal is hereby allowed.

SAMUEL B. SUMNER, *Clerk.*

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TOWN OF FAIRFIELD	}	Superior Court,
<i>vs.</i>		Fairfield County,
N. Y., N. H. & H. R. R. Co.		September Term, 1887.
		March Session, 1888.

*Appeal of Railroad Company.*

In the above-entitled cause the New York, New Haven & Hartford Railroad Company appeals from the judgment of said Court to the next session of the Supreme Court of Errors, to be held at Bridgeport, in and for said County, on the fourth Tuesday of October, 1888, for the revision of the errors which it claims to have occurred in the trial thereof, and for reasons of said appeal, it assigns the following, to wit :

1. The Court erred and mistook the law in that it apportioned all of the expense of removing the grade crossings in the town of Fairfield upon the said railroad company.

2. The Court erred and mistook the law in that it overruled the claim of said railroad company, that under Section 3489 of the General Statutes, it was the intent of the law that a portion of the expense of removing the grade crossings should be assessed upon the town in a case like the one at bar, and that the Court had full power, and ought to assess a portion of the expense upon the town.

3. The Court erred and mistook the law in that it ruled that the power to apportion the expenses was a discretionary power, and in finding that under the facts as found, the railroad company ought to bear the whole expense, and that there should be no apportionment of such expense between it and said town.

The defendant company, therefore, prays for such relief as is provided by law in the premises.

Dated at Bridgeport, this 17th day of November, A. D. 1888.

NEW YORK, NEW HAVEN & HARTFORD R. R. Co.

BY LYNDE HARRISON and

STODDARD, BISHOP & HAVILAND,  
*its Attorneys.*



I hereby certify that the foregoing appeal was filed on the 17th day of November, 1888, and William T. Haviland, of Bridgeport, is recognized in the sum of fifty dollars, conditioned that the said appellees shall prosecute their appeal to effect, and pay all costs herein if they shall fail so to do; and said appeal is hereby allowed.

WILLIAM R. SHELTON, *Assistant Clerk.*

TOWN OF FAIRFIELD'S APPEAL	}	Supreme Court of Errors.
FROM		
RAILROAD COMMISSIONERS.		

The above and foregoing is a true copy of all the files and proceedings and of the record in the above-entitled cause.

Examined and certified by

SAMUEL B. SUMNER, *Clerk.*

THE TOWN OF FAIRFIELD'S APPEAL FROM THE RAILROAD  
COMMISSIONERS.

Supreme Court of Errors, Fairfield County, October Term, 1888.

*Brief for the Town of Fairfield.*

From the judgment in this case two appeals are taken; one by the Town of Fairfield, and one by the N. Y., N. H. & H. R. R. Company.

The appeal by the town, relates solely to the propriety of that paragraph of the judgment which pertains to the Ellwood crossing; and the appeal of the Railroad Company relates solely to that paragraph which imposes upon it all the expense of the changes ordered.

We shall first consider the town's appeal.

The pertinent facts, when separated, are as follows :

Several highway crossings at grade, in the Town of Fairfield, were brought to the attention of the Railroad Commissioners by various petitions, pursuant to the provisions of what is now Sec. 3489 of the Rev. Statutes.

The particular petition which related to and covered the crossing now in question, is found at the bottom of p. 6, and top of p. 7, of the Record (see Record, p. 20). The Commissioners considered all of these petitions together, and from their order thereon rendered, the town appealed, pursuant to the provisions of

Secs. 3491 and 3518, of the Rev. Statutes. This presented to the Superior Court for its determination, "the question of the propriety and expediency of the order appealed from" (vide sec. 3518).

The Court, *inter alia*, found that portion of the order which related to the Ellwood Crossing, "improper and inexpedient" (Record, p. 13, lines 14-18), and proceeded to make an order "in lieu thereof," which is paragraph 2, at bottom of p. 13.

By this order, a highway which "antedates the railroad, is important and much traveled, especially by the residents of a large farming district north of the tracks, and from the tracks leads directly to the center of the business portion of the village and the wharves" (p. 20, lines 27-30), is closed, and a "new highway" substituted for it, against the wishes of the town and adjacent property owners (p. 20, line 31).

This new highway compels those who formerly had a direct road over which to walk, drive their carriages or draw their loads to the village, the stores, the post-office, and the wharves, to undergo "about eleven hundred feet of extra travel" (p. 21, line 1), or nearly one quarter of a mile, around three sides of a square, the remaining straight side of which they only traversed before.

And this, too, although the Railroad Company asked primarily to have the highway carried "either over or under the tracks of said railroad, at or near the point of crossing" (p. 7, line 19), and to so separate the grade at that very point, "in a proper manner, is entirely feasible" (p. 20, line 34).

This original request of the Railroad Company is worth remembering.

This substitution of a new for an old highway, against the wishes of the town, and the adjacent property owners, and to the material and plainly demonstrable inconvenience of the traveling public, when the old highway could confessedly have been made safe where it was, is sought to be justified only by certain considerations, which attach to a *de facto* crossing farther east, characterized by the Railroad Company as a "trespass crossing," and called in the finding "the Station Crossing." It is shown on the map, between the freight and passenger depots of the company.

"No applicat on for any order or change in any way affecting" this crossing, was in the case (p. 20, lines 24 and 25).

The Court expressly refrains from finding whether it was a

highway crossing or not (p. 20, lines 18-23). In so far as it had been used by the public *as* a highway crossing, the Railroad Company claimed, that the public in so using it were trespassers, which claim does not appear to have been disputed, and as left the Company must stand or fall upon it in this appeal.

An inspection of the map will show, that a highway of the town, leaving the King's highway near the point marked "B," runs to and along the northerly side of the railroad layout, opposite the station, and joins the King's highway again at a point farther east.

The "Station Crossing," so-called, is manifestly the approach to its depot, from this "contiguous or neighboring highway," which the Statute, Sec. 3531, now makes it imperative upon every railroad company to maintain. That the public should have used it, not only to get to the station from the north, but also to some extent to connect with the highway on the south, is, of course, natural.

To quote from the brief of the Railroad Company, filed in the Court below (for we have no other means of knowing the position which we shall be required to meet in this Court):

"The claim of the Railroad Company is, that it is only an approach which the Company has permitted the public to use for the purpose of coming to its station from the north, and that the Company has never in any manner dedicated it to the public, and that therefore it is not a highway by dedication. . . . The claim of the Railroad Company, that it has not, and cannot be held to be a legal highway, is based upon the facts of which it is in full possession, and upon the law laid down in *Williams vs. R. R. Co.*, 39 Conn., 508."

This crossing, the exigencies of which have alone caused the Ellwood Crossing to be closed and supplanted, is, therefore, not only not in the case (p. 20, line 24), but is claimed by the party in whose favor this part of the judgment is, not to be a highway at all, which claim the finding states and does not contradict.

That under the facts here shown to exist, it is the imperative duty of this Railroad Company, to provide at its own sole expense, a "safe approach" to its station from this northern contiguous highway, is plain (sec. 3531).

If the present one is "dangerous," as the Court finds, the Railroad Company must, without requiring the town to *in any way* contribute, provide a safe one in lieu thereof.



This matter has no connection with the abolition of highway grade crossings whatever. It is regulated by a different statute and in a different manner.

We have, therefore, presented for review by this Court, the question, whether the Ellwood Crossing was properly closed and supplanted, "as part of an arrangement, a controlling element in and motive for which, was a provision for and the protection of a *de facto* crossing, which was not before the Court, for the protection of which no application was pending, and which so far as appeared, was not even a highway, but an approach to its station, provided by the Railroad Company, over its own land, and subject to its control," and to be kept safe at its sole expense (fourth reason of appeal).

In other words, may the town be required to contribute, and that without previous request or notice, to something which the law requires the Railroad Company to do, at its own sole pains and cost.

We cheerfully admit, at the outset, that the Superior Court might do in this matter, whatever the Commissioners might have properly done, under the provisions of Sec. 3489, of the Rev. Statutes, under which this case was decided, drawing attention to the fact, that by the decision in *Suffield vs. N. H. & N. Co.*, 53 Conn., 370, a statute (sec. 3483), therein said to "differ but little" from the one under consideration, was held, to authorize them "to act reasonably, and make such alterations only, as the exigencies of each particular case seem to reasonably require."

Certainly, no more liberal interpretation will be given to section 3489, the words of which appear to be more restrictive.

We claim, that the change in this instance ordered, is not reasonable, and not required by the exigencies of *this particular case*.

The only thing asked of the Commissioners or the Court below, was to make safe the Ellwood Crossing.

That was the *sole problem* in that branch of the case. That was what on the papers we were in Court for, and that only. The problem of how to make safe two neighboring highway crossings, was not, as in the *Suffield* case, in Court at all.

To make the Ellwood Crossing safe, right where it existed, was "entirely feasible."

How, then, is this change ordered right or reasonable?

It may be proper at this point, to refer to that part of the find-

ing, which states, that by the new road "the public generally will be reasonably accommodated" (p. 21, line 4).

It is nowhere found that the new road will accommodate the public as well as the old one did. It is manifest that it cannot, when the great bulk of travel over it is required to go around four new corners and nearly a quarter of a mile farther.

All the finding means or can mean, is, that if the public cannot have both the Ellwood Crossing and the Station Crossing, the new one will be a sufficiently reasonable substitute.

It is, in other words, "reasonable" *only* in view of the Station Crossing exigency, which was a total stranger to this case.

It is also found, that the new highway "will be a convenience to many persons, in going to and from the station, and to and from different points in said village."

The map, which is also a part of the finding, demonstrates, that those who will be inconvenienced in going to and from the station, can, by no possibility, be any other persons than those who live in the five houses on the Ellwood road, next north of the Ellwood property, and the Company must provide a convenient approach to its station, without help from us anyway. While those who will be inconvenienced, in going to and from different points in the village, are not, when the map is consulted, very readily discoverable.

Not one single voice in favor of the change was heard, except the railroad's.

We therefore earnestly maintain, that even if the "public generally" will be reasonably accommodated by the change, they cannot be properly asked to give up that which always accommodates them now just as well; which will usually accommodate them better, and which they prefer, solely that the Railroad Company may be saved an expense which the statute imposes on it alone.

Can those who own the properties at the crossing and object to the change, and those who will confessedly be subjected to an extra eleven hundred feet of travel, even if a minority of all the "public," be properly asked to contribute towards the fulfillment of the Railroad Company's individual duty?

That "public necessity and convenience do not require two sub-grade crossings west of the station" is outside of the issue.

Public convenience and necessity will certainly not be impaired

by two such crossings, and while it may not absolutely require them, will be enhanced by them, even if it could perhaps be *sufficiently* met without them.

It is purely a question of dollars and cents to the Railroad. Absolutely nothing more.

Its trains run just as easily and conveniently over underneath crossings as over a solid roadbed.

Its management and traffic are in no wise affected by them.

Its treasury is the only sufferer.

That we are entitled to retain the Ellwood crossing is, of course, *prima facie* beyond question. It becomes questionable and is finally decided adversely by the Court below *only* when the cry of the company's treasury is heard in its effort to make the public contribute of the public rights and individuals of their's towards the railroad's obligation of private expenditure.

The only conceivable cases in which a substantial change ought to be ordered in an existing highway crossing or two. One that in which the change cannot well be made in the old line of the highway; the other where two neighboring highway crossings, capable of convenient consolidation, are seeking protection.

The Ellwood Crossing came within neither category.

The Court was asked to protect it and it only (p. 20, lines 24 and 25), and its proper protection was "entirely feasible" at its old location.

It is made to yield because of a private crossing of the Railroad Company not before the Court.

To save the Railroad Company expense in providing what it is its sole unaided duty to provide is not a proper reason for re-locating an old highway of the town, even if the question were properly before the Court.

Norwich & Worcester R. R. Co. *vs.* Killingly, 25 Conn., 405.  
II. Woods' Railway Law, p. 983, sec. 272.

#### CONCERNING THE APPEAL OF THE RAILROAD COMPANY.

We have only to say that even if the original charter of the Company (Private Acts, vol. iv, p. 1023, sec. 10), does not require it to make all such highway changes as those ordered in this case at its own expense, as we claim it does, still the Statute, sec. 3489, clearly authorizes the Railroad Commissioners, and consequently



the Superior Court on appeal (secs. 3491 and 3518), to assess the whole expense upon it at their discretion.

If the exercise of this discretion can be reviewed by this Court at all, it will certainly decline to interfere in a case in which it is expressly found that the changes ordered are rendered necessary by the Railroad Company itself.

All of which is respectfully submitted by

WM. B. GLOVER,  
PERRY & PERRY,  
*Attorneys for Fairfield.*

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THE TOWN OF FAIRFIELD'S APPEAL FROM THE RAILROAD COMMISSIONERS.

Supreme Court of Errors, Fairfield County, October Term, 1888.

*Brief in behalf of the N. Y., N. H. & H. R. R. Co.*

LYNDE HARRISON,  
STODDARD, BISHOP & HAVILAND,  
*Attorneys for N. Y., N. H. & H. R. R. Co.*

This action comes to this court by appeal from the Superior Court, to which court it was brought by an appeal from the order of the Railroad Commissioners.

A number of crossings were affected by the order of the Commissioners, all of which were passed upon by the Superior Court, but the only one of said crossings, concerning the proposed alteration of which the town of Fairfield is aggrieved, is the one known as the "Ellwood Crossing," being the second crossing east of the Westport line.

As to the proposed alteration of this crossing, the town claims that the court has erred. If so, the alleged error must be based on the fact that the Superior Court had no power to pass an order respecting an alteration of the Ellwood crossing, or else, assuming said court has such power, it has exercised it in a manner not reasonably required by the exigencies of this particular case.

In view of section 3518, Rev. Stat. 1888, it can scarcely be claimed that the Superior Court, to which the right of appeal from an order of the Railroad Commissioners is granted by said section, has less ample powers in the premises than the Commissioners had.

Their power is fixed by section 3843 of the Revised Statutes of 1888, which provides that :

“ The Railroad Commissioners may, when *in their opinion*, public safety requires an alteration of any highway crossed at grade by a railroad . . . order such alterations in such highway *as they shall deem best*.”

The power granted to the Railroad Commissioners is bounded only by the limits of their discretion. But, as is said by this court in the case of the Town of Suffield *vs.* The New Haven & Northampton Co., 53 Conn., p. 370 :

“ We do not mean to be understood that this language gives the commissioners unlimited power on the subject. They must act reasonably, and make such alterations only as the exigencies of each particular case seem reasonably to require.”

So, assuming that the power of the Superior Court in the premises is co-extensive with the power of the Railroad Commissioners, the only question that arises is, has the Superior Court acted reasonably, and made such alterations only as the exigencies of this particular case seem reasonably to require ?

The town of Fairfield says, No, the Superior Court has not acted reasonably because it has ordered :

- 1st. That the Ellwood crossing be closed.
- 2d. That there be substituted a new and different crossing for said Ellwood crossing, thereby involving a substantial change in the old highway.
- 3d. That the traveling public and adjacent property owners be inconvenienced, in order that the railroad company may be saved the expense of constructing a proper approach to its station in addition to separating the grades at said crossing.
- 4th. That the Ellwood crossing be closed as part of an arrangement, a controlling element in and motive for which was a provision for and the protection of a *de facto* crossing, which was not before the court, for the protection of which no application was pending, and which, so far as appeared, was not even a highway, but an approach to its station provided by the railroad company, over its own land and subject to its own control.

#### I.

As to the above reasons of appeal of the town we have to say, that they all must depend entirely on the question, whether or not the court below has acted reasonably. Let us see what considera-

tion influenced the court in determining that the existing crossing ought to be closed, and that another sub-grade crossing should be substituted therefor, in manner and form as described in the order of court. The court finds, that "public safety requires that the grades at said crossing should be separated, and such separation in a proper manner is entirely feasible."

Should the court stop here, and refuse to look at any of the surrounding circumstances in determining whether the grades should be separated on the line of the existing highway or at some other point? Clearly not. How would the court know whether any crossing at all was required at this point if it were forbidden to take into account the demands of public convenience as affected by adjacent crossings?

The town says, substantially, that the court had no right to regard the station crossing as an element in the question, because no application for any order or change in any way affecting said crossing was before it. It is true that no order was sought concerning it, but the *fact* that there was a crossing at the station, and a dangerous one that ought to be discontinued, was most certainly before the court and properly so. The *fact* of the existence of this dangerous station crossing was one of "*the exigencies of this particular case,*" and a very important one, as may be gathered from the language of the court with reference to it.

"The court finds that such station crossing is a dangerous crossing; that public safety requires that it should be at once discontinued, or that the grades thereat should be separated; that if this be done, public convenience, safety, and necessity require that there should be constructed, in lieu of said station crossing, a sub-grade crossing, near said station, substantially as ordered by the court in this cause; that in such case public convenience and necessity do not require that there should be two sub-grade crossings west of said station, to wit: one as ordered by this court, and one in the line of the existing Ellwood crossing, *within so short a distance of each other.*" (Record, p. 20.)

Supposing there had been two sub-grade crossings, one west of the existing Ellwood crossing five hundred feet, and one east of it a like distance, neither of which was before the court for an order, could it be claimed that the court ought not to take into account the fact of the existence of the two sub-grade crossings and their locations with respect to the Ellwood crossing, upon an application to the court to separate the grades at *that* crossing? How could the court "make such alterations only as the exigencies of this



particular case seem reasonably to require," if it were debarred from taking the exigencies of the particular case into consideration?

So, in the case before us, the court being called upon to make an order respecting the Ellwood crossing, it is not only proper that it has, but it would have been manifestly improper if it had not taken into account the fact that there was a dangerous grade crossing at the station, which should be obliterated, and properly could be if the Ellwood crossing were closed and a sub-grade crossing substituted therefor between the two.

The court finds that such a disposition of the question "will be a convenience to many persons in going to and from the station, and to and from different points in said village, will insure a greater degree of safety in and about said station, and that the public generally will be reasonably accommodated by the change" (Record, pp. 20-21). The facts in this case resemble somewhat the facts in the town of Suffield case above referred to. Here we have two grade crossings about three hundred yards apart. The roads leading to each of said crossings come together on the north side of the railroad at a distance of about two hundred rods therefrom, and on the south side of said railroad at a distance of about one hundred and fifty rods therefrom. The effect of the order of the court is to move the Ellwood road east about one hundred and fifty yards, and the station road west a like distance, so as to consolidate the two grade crossings into one sub-grade crossing at the point of junction, and thus avoid the necessity of "uselessly and needlessly making more than one crossing of the railroad," within a space of three hundred yards.

It is difficult to imagine upon what theory or with what expectation the town of Fairfield has brought this question to the attention of this court. The Superior Court has assessed the entire expense (estimated at \$120,000) upon the railroad company, so that the town has not even the excuse which the town of Suffield may have had in its appeal and concerning which the court, on pages 369, 370, says: "*The accommodation of the public is manifestly greater than it was before, and were it not for the expense attending the alteration, we should hear no complaint made in regard to it.*"

We claim that the general theory of the above cited case should be the decisive of the questions raised by the town of Fairfield's appeal in this case.

## II.

The New York, New Haven & Hartford Railroad Company complains because, by order of the court, the entire expense of altering the crossings covered by the order (nine in number) is cast upon the railroad company. This expense is estimated at \$120,000, and by the order of the Railroad Commissioners the town of Fairfield was to pay \$12,000 of said sum as follows: \$3,000 on the completion of the work of altering said crossings, \$3,000 one year thereafter, \$3,000 two years thereafter, and the remaining \$3,000 three years thereafter. The order of the Superior Court reverses this element of the order of the Commissioners and decrees that the railroad company should assume the entire expense. We claim that the intent and spirit of section 3489 of the Revised Statutes of 1888 are that a portion of the expense of removing these grade crossings should be assessed upon the town; that the power to apportion the expenses is not a discretionary power, if by that is meant an unlimited power to assess the entire expense upon the railroad company.

We claim that the power of the court respecting apportionment of expense is co-extensive with its power as to alterations. As said in the town of Suffolk case aboved cited; the court must act reasonably. Its acts are open to review as to whether they come within the statute or not, taking into consideration all the circumstances of each particular case, *including the expense involved*. It is not reasonable that this entire expense should be assessed upon the railroad. We beg to submit that the town of Fairfield will receive a benefit, and a very considerable benefit, from the proposed changes. It will receive almost absolute immunity from loss of life and property at nearly every crossing within the limits of the town. Yes, but the town says, that is only giving us back a part of something which we enjoyed for years, before your railroad was built. We could then travel all over our town undisturbed by the shrieks of the locomotive, and absolutely free from the dangers which your railroad has thrust upon us. Well, the town of Fairfield is certainly unfortunately located. Instead of being upon the line of a great railroad, it should be relegated to the backwoods of Maine.

We had always supposed that, while a railroad was in some respects a source of annoyance and danger to the inhabitants of a locality through which it passed, still the advantages secured to

the locality by reason of its presence so greatly overbalanced such drawbacks that their weight was scarcely felt. We had always supposed that it was a generally admitted fact that the presence of a railroad must of necessity, and does with perfect propriety, impose additional burdens on the localities through which it passes, and probably among these burdens it is likely that highway questions most frequently arise.

Speaking of railroads generally, in the case of *Wildes vs. Hudson River R. R. Co.*, 24 N. Y., p. 44, the court says :

“Every citizen of the State has a deep interest in the existence and successful operations of such companies. The facilities of travel which they afford, the means they give of accumulating and diffusing the products of our wide land and of our vast commerce, have already produced the mightiest results in the development and the unparalleled increase of the resources of the nation. They have clothed us with the richest garments of peace ; and they have multiplied our armies and wielded our weapons of war. To do this they have needed those powerful means, the use of which is necessarily accompanied with danger. But, as the public has the benefit of those means, it is bound to incur its own share of that danger. A mutual duty is enjoined.”

This court has recently expressed its opinion on this branch of the subject in the case of *Gray vs. Borough of Danbury*, 54 Conn., pp. 591, 592 :

“It is not to be inferred, however, that the presence of a railroad will in no case impose additional burdens upon towns in maintaining highways. It may well be that their duties in that behalf will be changed or modified, and that they will be somewhat restricted in the use of means, as in this case. *Such modifications may involve some additional expense, which the towns may reasonably be required to bear.*”

The principal and only reason assigned by the court below for assessing the entire expense upon the railroad company is as follows :

“The railroad company intends to construct two additional tracks alongside of its present tracks, in the town of Fairfield, so that in the near future, trains will run through said town upon four tracks. Its trains have very largely increased in number and speed, in recent years, and on the completion of said four tracks, will be largely increased in number. Owing to these facts, the grade crossings which are ordered to be changed by the judgment herein, are and will soon become so dangerous that they ought to be abolished. All of the existing grade crossings in said town were



in existence in substantially their present location, at and before the construction of the railroad." (Record, p. 21.)

It is evident that the fact of the intention of the railroad company to construct in the near future two additional tracks created in the mind of the court the impression that at that time, at any rate, these crossings would have to be abolished, and with that idea in view, the court thought it proper that as the railroad company would require two additional tracks for its increased business, thus rendering the grade crossings more dangerous, therefore the company should pay this entire expense.

This conclusion would be more reasonable if it were drawn from different premises. If the existing crossings were sub-grade or overhead crossings, instead of grade crossings, and it was proposed to construct two additional tracks, in that event it would be quite proper that the railroad company should pay the entire cost of adapting the highways to the change.

But that is not the case here. There are but two tracks, and all of the crossings are grade crossings. If it is reasonable that the town should bear a portion of the expense in the case of two tracks it can make no possible difference to the town whether the railroad company should have two tracks or ten, provided the portion of expense assessed upon the town were not proportionately increased.

The estimate of \$120,000 applies to the case of the present two tracks, and \$12,000 is what the commissioners thought a reasonable sum for the town to pay. Is it any less reasonable that the town should pay *that sum* because two additional tracks are to be constructed? The court below seems to have thought so, for it has certainly proceeded on that theory. After the grades are once separated, we admit that the duty of the town has ceased as regards expense. If the railroad company sees fit to put in two additional tracks, it ought to pay the entire *additional* expense caused thereby, but it ought not to be compelled to pay this entire sum of \$120,000, simply because it "*intends* to construct two additional tracks."

The alterations embraced by the order of the Superior Court are with reference only to the existing two tracks, and the estimate of \$120,000 is based upon that idea.

There is no suggestion of two additional tracks until we come to the question of the apportionment of the expense. Then the court

says, because the railroad company intends to construct two additional tracks, therefore it ought to pay the entire expense of the alterations required to separate the grades of the highways and its present two tracks.

Supposing the railroad company, though intending to construct two additional tracks, does not do so, how, then, shall the expense of the alterations be proportioned? The Superior Court has not seen fit to say. We respectfully submit that the order of the court below relative to apportionment of expense ought to be reversed.

Respectfully submitted.

STODDARD, BISHOP & HAVILAND,  
*of Counsel.*

## CHANGE OF GRADE CROSSINGS IN WESTBROOK.

SUPREME COURT OF ERRORS, MIDDLESEX COUNTY, October Term, 1888. THE TOWN OF WESTBROOK <i>vs.</i> THE NEW YORK, NEW HAVEN & HARTFORD R. R. Co.'s DIRECTORS.	} SUPERIOR COURT, FIRST TUESDAY IN FEBRUARY, 1888.
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## PLAINTIFF'S APPEAL.

*To the Honorable Superior Court within and for the County of Middlesex :*

The petition of the Town of Westbrook, in said county, represents that on the 22d day of June, 1887, and on the 5th day of October, 1887, the New York, New Haven & Hartford Railroad Company, a corporation created by an act of the Legislature of the State of Connecticut, having its Secretary's office in the town of Bridgeport in said State, and being the lessees of the Shore Line Railroad, so called, it being a railroad extending from the city of New Haven to the city of New London, by its directors, brought its petitions of the above dates to the Board of Railroad Commissioners of this State, asking for a change in the location of certain public highways in said Westbrook, in order to avoid a grade crossing of the track of the said Shore Line Railroad; as appears by copies of said petitions hereto annexed, marked A, and made a part of this petition and appeal.

That on the 14th day of December, 1887, said Railroad Commissioners, at said Westbrook, had and held a final hearing of the parties interested in the allegations contained in the said petitions, and did thereafter order and adjudge as is contained in a copy of these adjudications hereto annexed, marked B, and is made a part of this petition and appeal.



The petitioner is aggrieved by the orders, adjudications, and doings of said Board of Railroad Commissioners in respect to the changes ordered to be made in said highways and the laying out and building of new highways, the method of crossing the track of said railroad by said highways, and the sum of money adjudged to be paid by it, to said railroad company, and the other expenses ordered to be incurred by said town.

The petitioner appeals from each and every order made by said Railroad Commissioners herein contained to the honorable Superior Court, within and for the County of Middlesex, on the first Tuesday of February, 1888.

TOWN OF WESTBROOK,

By W. F. WILLCOX,

*Its Attorney.*

Dated at Saybrook, January 7, 1888.

*To the Sheriffs of the Counties of Fairfield and New Haven, their Deputies, or either Constable of the towns of Bridgeport and New Haven, within said Counties—GREETING:*

By authority of the State of Connecticut, you are hereby commanded to summon the New York, New Haven & Hartford Railroad Company, a corporation having its Secretary's office in said city and town of Bridgeport, to appear before the Superior Court within and for the County of Middlesex, on the first Tuesday of February, 1888, to answer to the within petition and appeal, by leaving with it a true and attested copy of the same.

Hereof fail not, but lawful service and return make.

Town of Westbrook, by its agent, George C. Moore, as principal, and C. E. Chapman as surety, recognize in a bond of one hundred dollars conditioned to prosecute said appeal to effect.

W. F. WILLCOX,

*Justice of the Peace for Middlesex County.*

Dated at Saybrook, January 7, 1888.

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STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS, }  
HARTFORD, December 22, 1887. }

Be it remembered, that the directors of the New York, New

Haven & Hartford Railroad Company presented their petitions to us, dated the 22d of June, 1887, as follows, viz.:

[A.]

*To the Honorable the Board of Railroad Commissioners of the State of Connecticut:*

The petition of the Directors of the New York, New Haven and Hartford Railroad Company respectfully represents:

1. The New York, New Haven & Hartford Railroad Company operates, under lease, the railroad running from New Haven to New London, known as the Shore Line division.

2. Said railroad is crossed by a highway at grade in the town of Westbrook, a short distance west of the railroad station in said Westbrook.

3. Public safety requires an alteration in said crossing, its approaches, the method of crossing, or the location of the highway at or near the point of said crossing.

4. The petitioners allege that, in their opinion, the preferable alteration will be one which will carry said highway under the track of the railroad at or near said grade crossing.

Your petitioners therefore pray Your Honorable Board to order that said street or highway be carried under the track at or near the point of said crossing, or that such other or further orders relative to the crossing, its approaches, or the location of the highway may be made, as the same may be determined by your honorable board.

THE DIRECTORS  
OF THE N. Y., N. H. & H. R. R. Co.,  
By LYNDE HARRISON,  
*Their Attorney.*

Dated at New Haven, June 22, 1887.

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*To the Honorable the Board of Railroad Commissioners of the State of Connecticut:*

The petition of the Directors of the New York, New Haven & Hartford Railroad Company respectfully represents:

1. The New York, New Haven & Hartford Railroad Company operates, under lease, the railroad running from New Haven to New London, known as the Shore Line division.

2. Said railroad is crossed by a highway at grade, in the town of Westbrook, a short distance east of the railroad station in said Westbrook.

3. Public safety requires an alteration in said crossing, its approaches, the method of crossing, or the location of the highway at or near the point of said crossing.

\* 4. The petitioners allege that, in their opinion, the preferable alteration will be one which will carry said highway over the track of said railroad, a short distance east of said grade crossing, the new highway to pass over a rocky arch, and the approaches to the crossing to be changed so as to pass east of the present highway, north and south of the track.

Your petitioners, therefore, respectfully pray Your Honorable Board to order that said highway be carried over the track at a point easterly of the present crossing, or that such other and further orders relative to the crossing, its approaches, or the location of the highway, may be made as the same may be determined by your honorable board.

THE DIRECTORS  
OF THE N. Y., N. H. & H. R. R. Co.,  
By LYNDE HARRISON,  
*Their Attorney.*

Dated at New Haven, Oct. 5, 1887.

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*To the Honorable Board of Railroad Commissioners of the State of Connecticut:*

The petition of the Directors of the New York, New Haven & Hartford Railroad Company respectfully represents:

1. The New York, New Haven & Hartford Railroad Company operates, under lease, the railroad running from New Haven to New London, known as the Shore Line division.

2. Said railroad is crossed by a highway at grade in the town of Westbrook, in the western portion of said town, near the station known as the Grove Beach station.

3. Public safety requires an alteration in said crossing, its approaches, the methods of crossing, or the location of the highway at or near the point of said crossing.

4. The petitioners allege that, in their opinion, the preferable alteration will be one that will carry said highway over the track



of said railroad, either in the line of the present crossing or a short distance from there.

Your petitioners, therefore, respectfully pray Your Honorable Board to order that said street or highway be carried over the track at or near the point of said crossing, or that such other and further orders relative to the crossing, its approaches, or the location of the highway may be made as the same may be determined by your honorable board.

THE DIRECTORS  
OF THE N. Y., N. H. & H. R. R. Co.,  
*By* LYNDE HARRISON,  
*Their Attorney.*

Dated at New Haven, Oct. 5, 1887.

[B.]

And on said 8th day of November we met at the time and place named in said orders of notice, when said petitioners appeared to prosecute their said petitions, and said selectmen and Daniel M. Holmes, G. G. Bushnell, Jedediah Post, F. W. Spencer, Merritt Post, Mrs. Cornelia Smith, David A. Wright, William I. Lewis, and others, also appeared, and said parties were duly heard. And on inquiry it appeared, and we do find that said orders of notice were duly served, and that reasonable notice of said hearing was given to said railroad company, said selectmen, and to the owners of said land adjoining said crossing, and the further and final hearings on said petitions were adjourned from time to time till the 14th day of December, 1887.

And now, on consideration, we do find that public safety requires that the alterations in the location of said highway and in the method of crossing the railroad should be made as hereinafter set forth.

We do, therefore, order and determine that the location of the highway immediately east of the Westbrook station and the mode of crossing the tracks be changed, so that instead of crossing at grade in its present location it be carried over the tracks at a point about 100 feet further east, in the place and manner delineated on a map on file in this office, marked "Plan showing proposed change of first crossing east of Westbrook station, Shore Line Division, N. Y., N. H. & H. R. R., Oct. 11, 1887," said bridge to be of iron on stone abutments, and to be 32 feet long and 24 feet wide in the clear and 18 feet in the clear above the tracks.

We further order and determine that the mode of crossing the railroad by said highway next west of said station, sometimes called the "Methodist Parsonage Road," be changed so that instead of crossing at grade, as at present, it be carried under said railroad in the present line of the highway and in the place and manner shown on a map on file in this office, marked "First and second grade crossing west of Westbrook station." Plan showing proposed change of grade to underneath the tracks Shore Line Division, N. Y., N. H. & H. R. R., August 29, 1887, the roadway between the abutments to be 24 feet in the clear, with a clear headroom of 12 feet between the surface of the highway and the bottom of the bridge, and the highway under the tracks to be provided with ample and effective drains to keep the same free from standing water.

We further order and determine that the location of the second highway west of the station be changed, so that instead of crossing said railroad at grade, as at present, it shall be connected with the last above described highway by a new portion of highway to be constructed on the north side of said tracks and to be laid out 40 feet in width in the manner delineated on said last described map.

We further order and determine that the mode of crossing said railroad by the highway near the Grove Beach station be changed, so that instead of crossing at grade as at present, it be carried over said railroad, in the present line of the highway, by a bridge, in the place and manner delineated on a map on file in this office, marked "Plan showing proposed change of crossing at Grove Beach station, Shore Line Division, N. Y., N. H. & H. R. R., Oct. 15, 1887," said bridge to be of iron, 32 feet long, on stone abutments, and to be 24 feet wide in the clear, and 18 feet in the clear above the tracks. And, in accordance with an agreement made between said town and company, afterwards rejected by said town and now assented to by said selectmen, we do order and determine that all the work incident or necessary for the above directed alterations, so far as the same are within the right of way of said railroad, shall be done and performed by said railroad company at its own expense, except as hereinafter provided, and the right of way for said alterations in the location of said highways, and the new portion of said highway on the north of said tracks, to be procured and all the work necessary and incident to said alterations so far as the same are outside of and beyond the limits of said right of way of said

railroad, to be done by said town, at its own expense; and on the completion of said alterations to be made and done by said company, said town to pay said company the sum of one thousand dollars towards the cost of the same; and said crossing of said tracks by the highway known as the road to Essex to be closed by fences along the lines of the location of said railroad. And said crossing of said tracks by the second highway west of the station, sometimes known as "Bushnell's Crossing," be closed by fences along the lines of the location of said railroad. And provided further, that said railroad company shall be at the entire expense of making changes in the grade of the highway at Grove Beach and Methodist Parsonage crossings, except the payment of one thousand dollars as aforesaid.

GEORGE M. WOODRUFF,	} <i>Railroad</i> <i>Commissioners.</i>
W. H. HAYWARD,	
WM. O. SEYMOUR,	

FAIRFIELD COUNTY, ss.

BRIDGEPORT, January 9, 1888.

Then and there, I left a true and attested copy of this petition, writ, summons, and exhibit with William D. Bishop, Jr., Secretary of the within named defendant.

Attest:

PATRICK J. LEONARD,  
*Deputy Sheriff for Fairfield County.*

FEES.

Travel to serve and return,	-	-	-	-	-	\$6 00
One copy,	-	-	-	-	-	3 00
One service,	-	-	-	-	-	12
Indorsement,	-	-	-	-	-	24
						<hr/> \$9 36

THE TOWN OF WESTBROOK,	} MIDDLESEX COUNTY,
<i>vs.</i>	
THE N. Y., N. H. & H. R. R.	
Co's DIRECTORS.	} SUPERIOR COURT,
	} 24th day of January, 1888.

ANSWER.

So much of the petition of the appellants as alleges that applications were brought by the directors of the appellee, for the aboli-



tion of four sundry grade crossings in the town of Westbrook, and that orders for the abolition of one grade crossing and the alteration of certain highways, and the construction of certain bridges, as will appear by the files, orders, and records of the Railroad Commissioners, were passed by said Board of Railroad Commissioners, is admitted.

The other allegations of the petition are denied.

APPELLEES,

*By their Attorney,* LYNDE HARRISON.

THE TOWN OF WESTBROOK,	}	SUPERIOR COURT,
<i>vs.</i>		MIDDLESEX COUNTY,
THE N. Y., N. H. & H. R. R.		27th day of March, 1888.
Co's DIRECTORS.		

APPLICATION TO CHANGE THE GRADE OF CERTAIN HIGHWAYS THEREIN  
NAMED.

The Town of Westbrook, appellant, says that said application ought to be dismissed and ought not to be granted, because, they say,

1. That the railroad company owning the railroad described in the petition has not made any application for the change of said grade crossings, nor have the directors of said railroad signed any such application.

2. That the said grade crossings in the said petition mentioned intersect and cross the track of the New Haven & New London Railroad Company, otherwise in said petition called the Shore Line Railroad Company — that said company owning said railroad, nor their directors, have not signed said application nor have the directors of said company.

3. That the said pretended application is not signed by the directors of the New York, New Haven & Hartford Railroad Company.

4. That the pretended application was not brought by the directors of the New York, New Haven & Hartford Railroad Company nor by any person legally qualified so to do.

5. That the object and purpose of said proceeding is to charge the town of Westbrook with the payment of \$5,000 and upwards by virtue of certain pretended statutes of this State, which said

statutes and proceedings are unconstitutional and void in this that they seek to charge said town by judgment of this court with the payment of said sum of money without due process of law, and that said proceeding is not either a legal or equitable proceeding under the constitution of this State or the United States and that it deprives the appellants of a right to trial by a jury, for all of which reasons they say said pretended application should be dismissed and they be allowed the cost in this matter unjustly suffered.

*By WILLCOX AND WARNER,*  
*Attorneys.*

THE TOWN OF WESTBROOK, <i>vs.</i> THE N. Y., N. H. & H. R. R. Co's DIRECTORS.	}	SUPERIOR COURT, MIDDLESEX COUNTY, March 27, 1888.
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ANSWER OF APPELLEES TO APPELLANT'S SUPPLEMENTARY PLEADINGS.

1. As to so much of paragraphs one and two as alleges that the grade crossings are upon the railroad of the Shore Line Railroad Company and that the application is not brought by said last named company, the appellees say that said railroad is leased to the New York, New Haven & Hartford Railroad Company, perpetually from 1874, and is operated and controlled only by said last named company and its directors, and it is the road of said last named company within the meaning of section 3489 of the general statutes.

2. Paragraphs three, and four, and five are denied.

HARRISON AND ROBINSON,  
*Attorneys for Appellees.*

THE TOWN OF WESTBROOK, <i>vs.</i> THE N. Y., N. H. & H. R. R. Co's DIRECTORS.	}	SUPERIOR COURT, MIDDLESEX COUNTY, March 27, 1888.
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REPLICATION.

As to so much of paragraph first in applicants' answer as alleges a lease of said railroad the appellants admit the same, but they say

and deny that by said lease the pretended applicants have any right or power to commence said petition or prosecute the same in the manner and form in said petition set forth.

THE TOWN OF WESTBROOK,  
*By* WILLCOX AND WARNER,  
*Attorneys.*

At a Superior Court held at Middletown, in and for Middlesex County, on the 29th day of June, A. D. 1888. Present, Hon. John D. Park, Judge.

THE TOWN OF WESTBROOK,	}	SUPERIOR COURT,
<i>vs.</i>		MIDDLESEX COUNTY,
THE N. Y., N. H. & H. R. R.		29th day of June, 1888.
Co's DIRECTORS.		

This action, by an appeal from an order of the Railroad Commissioners, came to this court on the first Tuesday of February, 1888, and thence by continuance to the fifth day of May, 1888, when the parties appeared and were at issue to the court as on file. The court having heard the parties upon said appeal and having re-examined the question of the propriety and expediency of the order appealed from, finds that public safety requires an alteration in the several grade crossings in the town of Westbrook, known as the Grove Beach Station crossing, the Bushnell crossing, the Methodist Parsonage Road crossing, and the Essex Road crossing, so called, and as described in the applications upon which the said order of the Railroad Commissioners was passed, it is therefore

*Ordered* and determined, that the location of the highway immediately east of the Westbrook Station, known as the Essex Road crossing, and the mode of crossing the tracks be changed so that instead of crossing at grade in its present location, it be carried over the tracks at a point about one hundred feet farther east, in the place and manner delineated on a map on file in the office of the Railroad Commissioners, marked "Plan showing proposed change of first crossing east of the Westbrook Station, Shore Line Division, N. Y., N. H. & H. R. R., Oct. 11, 1887," said bridge to be of iron on stone abutments, and to be thirty-two feet long and twenty-four feet wide in the clear, and eighteen feet in the clear above the tracks.



It is further ordered and determined, that the mode of crossing the railroad by said highway next west of said station, sometimes called the Methodist Parsonage Road, be changed so that instead of crossing at grade, as at present, it be carried under said railroad in the present line of the highway, and in the place and manner shown on a map on file in the office of the Railroad Commissioners, marked "First and second grade crossings west of Westbrook Station. Plan showing proposed change of grade to underneath the tracks, Shore Line Division, N. Y., N. H. & H. R. R., Aug. 29th, 1887," the roadway between the abutments to be twenty-four feet in the clear with a clear headroom of thirteen feet between the surface of the highway and the bottom of the bridge, and the highway under the tracks to be provided with ample and effective drains to keep the same free from standing water.

It is further ordered and determined that the location of the second highway west of said station, sometimes known as Bushnell crossing, be changed so that instead of crossing said railroad at grade, as at present, it shall be connected with the last above described highway by a new portion of highway to be constructed on the north side of the tracks, and to be laid out forty feet in width, in the manner delineated on a map on file in the office of the Clerk of the Superior Court for Middlesex County, dated June 20, 1888.

It is further ordered and determined that the mode of crossing said railroad by the highway near the Grove Beach Station, be changed, so that instead of crossing at grade, as at present, it be carried over said railroad in the present line of highway by a bridge, in the place and manner delineated on a map on file in the office of the Railroad Commissioners, marked "Plan showing proposed change of crossing at Grove Beach Station, Shore Line Division, N. Y., N. H. & H. R. R., Oct. 15th, 1887," said bridge to be of iron, thirty-two feet long on stone abutments, and to be twenty-four feet wide in the clear and eighteen feet in the clear above the tracks.

It is further ordered and determined that all the work incident or necessary for the above directed alterations, so far as the same are within the right of way of said railroad, shall be done and performed by said railroad company at its own expense, except as hereinafter provided, and the right of way for said alterations and the location of said highways and the new portion of the highway on the north side of said track to be procured and all the work

necessary and incident to said alterations, so far as the same are outside of and beyond the limits of said right of way of said railroad, to be done by said town at its own expense, and on the completion of said alterations to be made and done by said company, said town to pay said company the sum of one thousand dollars (\$1,000) towards the cost of the same, and said crossing of said tracks by the highway known as the road to Essex to be closed by fences along the lines of the location of said railroad. And said crossing of said tracks by the second highway west of the station, sometimes known as Bushnell crossing, to be closed by fences along the lines of the location of said railroad; and provided, further, that said railroad company shall be at the entire expense of making changes in the grade of the highways at Grove Beach and Methodist Parsonage crossings, except the payment of one thousand dollars (\$1,000) as aforesaid.

It is further ordered and determined that said appellant, the Town of Westbrook, shall pay to the appellee its costs taxed at

PARK, *Judge.*

From this judgment the plaintiff appeals to the Supreme Court of Errors, next to be holden at Hartford, within and for the First Judicial District, on the first Tuesday of October, A. D. 1888; which appeal is allowed with stay of execution, and S. Harris Warner, Esq., of Middletown, is recognized in the sum of \$150 conditioned that the said plaintiff shall prosecute said appeal to effect, and pay all costs therein if it fail so to do.

THE TOWN OF WESTBROOK,	}	MIDDLESEX COUNTY,
<i>vs.</i>		SUPERIOR COURT,
THE N. Y., N. H. & H. R. R.		10th day of July, 1888.
Co's DIRECTORS.	}	

#### NOTICE OF APPEAL.

The defendant in the above entitled cause will take notice that the plaintiff hereby appeals from the judgment rendered therein to the next term of the Supreme Court of Errors to be holden at Hartford, within and for the First Judicial District, on the first Tuesday of October, A. D. 1888.

THE TOWN OF WESTBROOK,  
*By* SAMUEL L. WARNER,  
*Their Attorney.*

THE TOWN OF WESTBROOK,	}	MIDDLESEX COUNTY,
<i>vs.</i>		SUPERIOR COURT,
THE N. Y., N. H. & H. R. R.		5th day of September,
Co's DIRECTORS.		1888.

## FINDING OF FACTS.

This case came to this court on appeal, where the parties were at issue as on file.

The grade crossings referred to in the application and appeal, and covered by the decree, are of a very dangerous character. Several lives have already been lost at them. Safety to public travel both on the highways and the railroad demands that those grade crossings should be abolished. The changes indicated in the order of the Railroad Commissioners and ordered by the decree are judicious and necessary. The amount which the Railroad Commissioners ordered to be paid by the town of Westbrook toward defraying the expenses of these changes is a just and equitable proportion for the town to pay, and the portion of the work and expense necessary in the matter of new highways allotted to said town is just and equitable toward said town.

The application to the Railroad Commissioners was duly brought by the Directors of the New York, New Haven & Hartford Railroad Company, by their attorney, thereunto authorized by the president of said corporation, who is the chief executive officer of said company, and is himself one of the directors of said company. And said application was brought by such attorney in the name of said directors, at their request and upon their order, as hereafter found. A vote of the directors of the New York, New Haven & Hartford Railroad Company upon said subject is hereto annexed and marked Exhibit A. Attached to said exhibit is a copy of the notice of the meeting of said directors at the time said vote was passed, together with a list of all the directors of said corporation at that time, and a copy from the records of said company showing how many and what directors were present at the time said vote was passed.

The railroad in the town of Westbrook upon which the grade crossings mentioned in said order are located, is a part of the property of the Shore Line Railroad Company, and is known as the Shore Line Division of the New York, New Haven & Hartford Railroad Company. It is a single track railroad. It is held and



operated by the New York, New Haven & Hartford Railroad Company, under a perpetual lease, a copy of which is hereto annexed and marked Exhibit B. Under said lease, the New York, New Haven & Hartford Railroad Company owns, runs, and controls said railroad. The entire business, care, equipments, repair, and running of the Shore Line Railroad are managed by said New York, New Haven & Hartford Railroad Company, and the board of directors of said latter company, at the entire expense of said company and all the receipts from the business of said road go into the treasury of said railroad company and belong to it. No separate account of the expenses and revenue of said Shore Line Railroad is kept, but all the accounts are merged with and are made a part of the accounts of the revenue and expenditure of the New York, New Haven & Hartford Railroad Company, upon its main line.

The appellant objected to the reception of Exhibit B in evidence, as tending to show authority in the appellee to commence and prosecute these proceedings, but the court admitted it. The appellant denied that said application could be brought or sustained in the form presented on the record, and that the directors of said corporation could bring said application or petition by their attorney, and particularly denied that said directors of the New York, New Haven & Hartford Railroad Company had ever employed said attorney to commence and prosecute these proceedings. To show such authority, the appellees offered Exhibit A in evidence, together with parol evidence going to show the facts herein found. And the parol evidence offered to show the authority of the attorney to commence this proceeding consisted of the following facts: At a regular monthly meeting, held in the city of New York, on notice similar in all respects to the notice in Exhibit A, between the months of May and September, 1887, a vote of the directors of the said railroad company was passed and not recorded, instructing the chief executive officer of the company and the president of the board to commence, at his discretion, legal proceedings to abolish all grade crossings on the Shore Line Division of their road, which includes the crossings in question. And acting upon said vote and the vote in Exhibit A, the attorney signing the petition commenced and prosecuted the same. At said meeting a quorum was present and acted unanimously, though it did not appear which of the directors was present. And this action was

communicated to the attorney signing said application, and the said chairman especially instructed said attorney to commence and prosecute each of these applications. To the admission of Exhibit A in evidence the appellants objected, on the ground that such action in the city of New York was illegal and incompetent for such purpose, that it conferred no authority and was not competent to authorize these proceedings, and because it did not appear that the directors were notified of said meeting or its purpose, nor that a majority of said directors were present at such meeting. And, furthermore, that said vote does not in any manner authorize this application. The court overruled the objection and admitted the evidence.

PARK, *Judge.*

EXHIBIT A.

PRESIDENT'S OFFICE, }  
NEW YORK, NEW HAVEN & HFD. R. R. Co. }  
NEW YORK, April 5, 1887.

*Dear Sir :*

You are hereby notified that a meeting of the Board of Directors of the New York, New Haven & Hartford Railroad Company will be held at this office on Saturday, the 9th day of April, 1887, at 12 o'clock, M.

CHARLES P. CLARK,  
*President.*

Correct copy.

WM. E. BARNETT,  
*Ex. Sec'y.*

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[COPY.]

At a meeting of the Board of Directors of the New York, New Haven & Hartford Railroad Company, held pursuant to legal notice at the office of the company, in the City of New York, on Saturday, the 9th day of April, 1887, at 12 o'clock, M. Present:

Charles P. Clark, Esq., *President.*

E. M. Reed, Esq., *Vice-President.*

Messrs. Park, Hunt, Van Nest, Robinson, Wheeler, Bishop, and Trowbridge.

## LIST OF DIRECTORS, APRIL 9, 1887.

Charles P. Clark,	Henry C. Robinson,
E. M. Reed,	E. H. Trowbridge,
Geo. H. Watrous,	Nathaniel Wheeler,
Wm. D. Bishop,	C. M. Pond,
Wilson G. Hunt,	Joseph Park,
Geo. N. Miller,	Chauncey M. Depew.
A. R. Van Nest.	

Above is correct.

WM. E. BARNETT,  
*Ex. Secretary.*

At a meeting of the Board of Directors of the New York, New Haven & Hartford Railroad Company, held pursuant to legal notice at the office of the company, in the city of New York, on Saturday, the 9th day of April, 1887, at 12 o'clock, m.,

*Voted,* That it is the policy of this company to abolish grade crossings as fast as may be practicable in the judgment of the executive officers.

A copy.

WM. E. BARNETT,  
*Ex. Secretary.*

## EXHIBIT B.

This Indenture and Contract of Transportation, made this nineteenth day of October, one thousand eight hundred and seventy, between the Shore Line Railway Co. of the first part, and the New York & New Haven Railroad, of the second part, witnesseth: That whereas, the said party of the first part has now constructed and in operation a line of railroad extending from a point in the line of the railroad of said party of the second part, in the city of New Haven, to a point on the west side of New London harbor, in the city of New London, a distance of about fifty miles, and owns and possesses side tracks, depots, ferry privileges and ferry boats, engines and cars, and materials for the repair of the same, repair shops and tools and machinery and fixtures connected therewith, as well as other property and materials used in the repairing and operating of its said railroad; the said party of the first part doth now, therefore, in consideration of the stipulations of said party of the second part, hereinafter set forth, hereby demise, lease, and to farm let to the said



party of the second part, all and singular the said railroad, from its said point of commencement in New Haven to its terminus in New London, with all the rights of way, lands, depot grounds, buildings, repair shops, tools, machinery, engines, cars, and equipment, ferries and ferry boats, rights, privileges and franchises thereto appertaining and belonging, together with all materials of every kind and nature now owned by said party of the first part for the operating and repairing of said railroad, except what may be hereinafter excepted ; and the said party of the second part shall and may possess, use and operate said Shore Line Railroad, together with all the lands, property, buildings, rights, privileges, and franchises thereto appertaining and belonging, or that hereafter may appertain or belong, to said road, as fully and completely as the said party of the first part might or could do under its charter ; to have and to hold the said railroad and all and singular the premises unto the said party of the second part, perpetually, from the first day of November, 1870, for and during the full term of the continuance of the charter of the said party of the first part, and any renewals or extensions of the same, and as fully and freely to all intents and purposes as the said party of the first part might or could have, enjoy, use or operate the same under its charter.

And said party of the first part doth also further hereby covenant and agree, that it will, during the continuance of this lease, do all acts incumbent upon it for the preservation of its charter, and all its rights by virtue thereof, to keep up the proper organization of said Shore Line Railway, to choose all needful officers, keep all proper records, to hold all necessary meetings, and pass such votes and do all such acts as may be necessary and proper to enable said party of the second part to carry out all the objects of this agreement and to fully exercise and enjoy all the rights and privileges hereby conveyed ; and said party of the second part is hereby further fully authorized to commence and prosecute, at their own cost and risk, all such suits or actions at law or in equity, in the name and behalf of said party of the first part, as may be necessary to assert and maintain any rights secured to said party of the second part hereby, or to enforce damages for any injury thereto.

The said party of the second part, in consideration of the foregoing stipulations, doth hereby agree to pay to said party of the

first part, as rent thereof, the sum of one hundred thousand dollars per annum, payable semi-annually on the first Tuesdays of January and July in each year, the said rent to commence from the first day of November, A. D. 1870.

Said party of the second part doth also further agree to keep said road and all its buildings, fixtures, and appurtenances in good and thorough repair, during the full term of this lease, and will be liable and respond to said party of the first part for all damages, losses, and costs that may in any way happen unto said party of the first part by reason of any accidents, defaults, negligences, or willful defaults or omissions of the said party of the second part, or any of its officers, agents, or servants; but in case the bridge across the Connecticut River shall be seriously injured or destroyed, it shall be optional with said party of the second part to restore the same, or to operate the road by means of ferry.

Any old materials now owned by said party of the first part which are not suitable to be used in the repair of its said railroad and its buildings, bridges, and equipment, shall not be deemed to be included in this lease, but may be removed and sold by said party of the first part, and said party of the second part shall pay said party of the first part, the value of such fuel, oil, and waste, as said party of the first part may have on hand at the time this agreement takes effect, such value to be fixed by the two master mechanics of the parties hereto, and in case they disagree, by an umpire to be selected by them.

The rent hereinbefore specified, shall be paid to the treasurer of said Shore Line Railway, at his office in the city of New Haven; and if at any time said rent shall remain unpaid for the space of twenty days after the same becomes due, and shall have been demanded, or if said party of the second part shall fail to keep said road or its appurtenances in good repair, after reasonable notice of want of repairs or defects in said road or its fixtures, said party of the first part may re-enter and repossess itself of all the premises hereby conveyed or demised.

In case the contract between the New York and New Haven Railroad Company and the Hartford and New Haven Railroad Company for a union of interests, and for operating the railroads of both said last-mentioned companies, under one joint management, which said contract bears date the third day of August,

A. D. 1870, shall be set aside by the courts, or by any legislative body, so that both of said last-mentioned railroads shall thereafter be operated separately, as heretofore, then in that event, this lease shall cease and be determined from and after three months' written notice of either party to this agreement to the other, of its desire to terminate the same.

Said party of the first part hereby reserves the right at its option of renewing or extending from time to time the mortgages now existing upon its road, property, and franchise, or of executing new mortgages upon said property, for the purpose of securing the payment of any bonds which may hereafter be issued by said party of the first part; *Provided*, however, that all mortgages upon said property at any time shall not exceed in the aggregate the sum of two hundred thousand dollars, and that the principal and interest of all present and future indebtedness of said party of the first part, as well as all taxes which may be assessed thereon and on their capital stock and dividends, shall be provided for and paid by said party of the first part without recourse to said party of the second part.

*In Witness Whereof*, This instrument is executed by S. H. Scranton, President, and S. B. Chittenden, Vice-President of the Shore Line Railway, and by William D. Bishop, President of the New York & New Haven Railroad Company, they being each fully authorized thereto by said companies respectively, and the seals of said companies being also hereunto affixed by authority of their respective Boards of Directors, the day and year first before mentioned.

*Signed, sealed, and delivered in presence of*

W. E. BARNETT,

R. M. FAKE.

(Signed)

WM. D. BISHOP,  
*Pres. New York & New Haven R. R. Co.*

(Signed)

S. H. SCRANTON,  
*President Shore Line R. R.*

(Signed)

S. B. CHITTENDEN,  
*Vice-President Shore Line R. R.*

STATE OF CONNECTICUT, }  
County of New Haven. } *ss.*

On this 19th day of October, A. D. 1870, personally appeared S. H. Scranton, President, and S. B. Chittenden, Vice-President, who



acknowledged that they executed the foregoing instrument, for the purposes therein mentioned, as the free act and deed of the Shore Line Railway, and as their own free act and deed, before me.

(Signed)

W. E. BARNETT,  
*Notary Public.*

STATE OF CONNECTICUT, }  
County of New Haven. } ss.

On this 19th day of October, A. D. 1870, personally appeared William D. Bishop, President, as aforesaid, who acknowledged that he executed the foregoing instrument, for the purposes therein mentioned, as the free act and deed of the New York & New Haven Railroad Company, and as his own free act and deed, before me.

(Signed)

W. E. BARNETT,  
*Notary Public.*

THE TOWN OF WESTBROOK,	}	MIDDLESEX COUNTY,
vs.		SUPERIOR COURT,
THE N. Y., N. H. & H. R. R.		5th day of Oct., 1888.
Co's DIRECTORS.		

#### PLAINTIFF'S APPEAL.

In the above entitled cause the Plaintiff's Appeal from the judgment of said court to the Supreme Court next to be holden at Hartford, within and for the First Judicial District, on the first Tuesday of October, A. D. 1888, for the revision of the errors which they claim to have occurred on the trial thereof; and for reasons of said appeal they assign the following, viz.,

1. Because the court erred in holding on the facts found that the pretended application of the directors of the New York, New Haven & Hartford Railroad Company in this case was in conformity to the law and legally brought.

2. Because the court erred in not dismissing said cause in the Superior Court according to the demand and request of the plaintiffs.

3. Because the court erred in admitting the record of the proceedings of the directors of said corporation as showing any legal ground for the alleged proceedings of the directors in this cause.

4. Because the court erred in admitting the parole evidence in connection with said record and finding thereon, that the application in question was duly and legally brought.

5. Because the court erred on the facts found in holding that the act of the attorney who signed said application, was the act of said directors.

6. Because the court erred in holding that, under the statute upon which the application in this cause was claimed to be predicated, the directors of said corporation had the lawful power to delegate their authority under the law to the attorney who signed said petition or application on their behalf, or that said attorney had any authority to commence and prosecute the application in manner and form as in the record appears.

7. Because the court erred in holding from the record and parole evidence found, that there had been a lawful meeting of the directors to act upon the subject of said application or that their pretended action, as claimed, was a sufficient legal warrant for the proceedings claimed to have been instituted in their name.

8. Because the court held said petition was properly brought upon evidence of a vote of the directors of the corporation held in the State of New York, out of the jurisdiction of this State, when not convened for that purpose with no evidence that the other directors not present were notified or assented to their action.

9. Because the court held that the directors of the defendant corporation as lessees under the terms of the lease had the power or were the proper persons to institute the proceedings, and not the lessors and owners of the road.

10. Because the court rendered judgment against the plaintiff, the town of Westbrook, when the plaintiffs were entitled to a judgment.

11. Because the court held that the statute on which said application was brought was not unconstitutional and void.

12. Because the court rendered judgment against the plaintiff in this suit, that they pay to the defendant corporation the sum of \$1,000, and a like sum of \$1,000, and also the cost of said trial, which proceeding is in violation of the constitution of the State of Connecticut, as in derogation of the common right in that it impairs the plaintiffs' right of a trial by jury and is not a proceeding either in law or equity recognized by the common law and that it is in violation also of the constitution of the United States as it deprives the plaintiffs of the right of a trial by jury and is not in accordance with the due process of law.

The plaintiffs therefore pray for such relief as is by law provided in the premises.

*By S. L. WARNER, Attorney.*

I certify that the foregoing appeal was filed on the 5th day of October, A. D. 1888; and S. Harris Warner of Middletown is recognized in the sum of \$150, conditioned that the said town of Westbrook shall prosecute said appeal to effect, and pay all costs therein if it shall fail so to do, and said appeal is hereby allowed.

CHAS. G. R. VINAL, *Clerk.*

THE TOWN OF WESTBROOK,	}	SUPREME COURT OF ERRORS.
<i>vs.</i>		
THE N. Y., N. H. & H. R. R.		
Co's DIRECTORS.		

The above and foregoing is a true copy of all the files and proceedings in the above entitled cause.

Examined and certified by

CHAS. G. R. VINAL, *Clerk.*

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Supreme Court of Errors, First Judicial District, October Term,  
1888.

THE TOWN OF WESTBROOK,	}
<i>vs.</i>	
THE NEW YORK, NEW HAVEN	
& HARTFORD RAILROAD Co's DIRECTORS.	

THE TOWN OF WESTBROOK'S APPEAL.

*Appellant's Brief.*

These proceedings are claimed to be based on Section 3489, R. S. of this State, which provides :

"The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses, or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the Railroad Commissioners, therein alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway, or railroad, or the removal of obstruction to the sight at such crossing, and praying that the same may be ordered."

On the 9th day of April, 1887, the New York, New Haven &



Hartford Railroad Company were operating the railroad in question under the lease of the Shore Line Company, paying therefor an annual rental of \$100,000. The owners and lessors of this road are not parties to these proceedings. No officers of this company have participated therein.

On the 5th of April, 1887, the Board of Directors of the New York, New Haven & Hartford Railroad Company was composed of thirteen directors. On the 9th, a meeting of the Board was convened in the City of New York, on the following notice to the directors, viz. : " You are hereby notified that a meeting of the Board of Directors of the New York, New Haven & Hartford Railroad Company will be held at this office on Saturday, the 9th day of April, A. D. 1887, at 12 o'clock M."

Signed,

CHARLES P. CLARK, *President*.

On the day specified, nine of the directors were convened and four were absent, when it was voted : "*That it is the policy* of this Company to abolish grade crossings as fast as it may be practicable in the judgment of the executive officers." (Exhibit "A," pp. 17 and 18, Record.) After this vote, some time between the months of May and September, of the same year, an unrecorded vote was passed in the City of New York, at a meeting held on the same notice as above, instructing the President of the Company and himself, the President of the Board, to commence at his discretion, legal proceedings to abolish all grade crossings on the Shore Line division which includes these in question. At this meeting a quorum was present, though it did not appear which of the directors were there.

This is all the action of the directors touching this suit. Afterwards, the chairman communicated the fact to the attorney, Mr. Harrison, who signed the application, and the chairman instructed the attorney to commence and prosecute these proceedings.

The appellants claim the application was not lawfully brought, and that the proceedings were not instituted on lawful authority.

It will be observed that the statute conferring this claimed authority upon the directors of the railroad company, at the same time confers a like power in the same section and in the same terms upon the selectmen of the town, the Mayor and Common Council of any city, the Warden and Burgesses of any borough having highways crossed by railways at grade.

These powers affect the public interest ; they are brought into exercise by virtue of a supposed public exigency, of which, by the law, they are the sole judge. In their exercise they are to affect not only the public but also private interests and property in a manner as summary and radical, not to say revolutionary, as any proceedings known or sanctioned under our system of jurisprudence. It is insisted that they can be exercised only when such a state of affairs exists as that it can be said the highest exigency the law recognizes requires it. It can only be exercised under the statute when public safety demands it.

Moreover, these officers thus entrusted with this most important duty, are boards selected and set apart by the law as its officers and ministers. It is too late in the history of our law to claim that such officers are to any extent the agents of the corporations out of which they are taken, or that their acts to any extent partake of the character of corporate action. This court has repeatedly held that officers of this character are simply officers of the law, appointed by statute.

Torrington *vs.* Nash, 17 Conn. R., p. 200. (Read page 200.)

Nor does the fact that costs or legal liability may result to the towns, cities, boroughs, or corporation out of which these officers thus empowered to judge of the necessity or propriety of these proceedings are taken, change the character of their action. Thus it is held though the town or boroughs are the parties to pay the cost of laying out highways by the selectmen, yet they are individually officers of the law.

The directors of the railroad are designated in this statute because of their supposed individual fitness to judge of the demands of the public safety, the necessity of any change, the propriety of the particular change, and whether the proposed change is one, in view of the cost to be incurred, the Railroad Commissioners should be required to pass upon, and the parties affected thereby called upon to sustain. Their right to act is not conferred by the charter of their corporation. They have the higher sanction of a public law, and when that law becomes extra territorial, or *ultra vires* as to their conventions, meetings, or manner of action, then by legal necessity their acts become void.

It is not claimed that any action has been taken here other than that which was intended to be, and in fact was corporate action of the Board of Directors. The contention is, that as the statute au-

thorized the proceedings to be instituted by the *directors* of the corporation, that therefore, the by-laws of that corporation, the right of the directors to meet out of the State, the manner of their action and the evidence of their recorded votes, are all to be governed by the rules of law applying to or regulating their action when performing any corporate act or duty.

Hence it is contended that the President could summon these officers out of the jurisdiction of the State, or that if a quorum at a meeting held out of the State choose, they could ignore those who were not there and past upon all the preliminaries of the case, and institute and prosecute these proceedings. The fallacy of the proposition is seen on its statement.

It is also contended that the record of the vote of the directors is evidence by virtue of their being corporate records. This is also a mistaken view of the law. The record, Exhibit "A," pp. 17 and 18, was not admissible first, because it was not corporate action, and secondly, if it was such, the record was not competent to show it — but we shall comment more fully on this point hereafter.

It must be conceded that if it is true that the law confers on the defendant's directors the discretion, power, and right to institute these proceedings; to the extent that the law is local, to the extent its operation, scope, or efficacy, is limited or circumscribed, so must the powers of its executors or agents remain.

To test this claim by some analogies, could the first selectman of a town, the mayor of the city, or the warden of a borough, summon the other selectmen or the council, or the officers of the borough, to the City of New York to decide upon the great question of the public safety of these railroad crossings, and judicially determine that question and whether these proceedings shall be instituted? No more could the president of this railroad company summon the members of this board into the City of New York to decide upon the propriety of exercising this power conferred by the statute.

The power of the directors to institute these proceedings under the statute are in no sense ministerial. They are to determine and to present in writing the primary question whether public safety demands any action at all on the part of the Commissioners. More than this, they must formulate and present in writing the fact of public danger, the exact alteration the public safety de-



mands, and they must also submit to them in writing their proposed method "of crossing the location of the highway or railroad or the removal to the sight of such crossing, praying that the same may be ordered." R. S., Sec. 3487.

The rule which controls their action is this :

"If the act requires the exercise of discretion and judgment, in which case it is termed a judicial act unless special provision is otherwise made, the persons to whom the authority is given must meet and confer together and be present when the act is performed, in which case a majority may perform the act, or after all of them have been notified to meet, a majority of them when met will constitute a quorum or sufficient number to perform the act."

*Martin vs. Lemon*, 26th Conn., 192.

*Damon vs. Granby*, 2d Pick., 345.

*Dillon on Municipal Corporations*, Sec. 221.

How is this power claimed to have been exercised in this case ?

At a meeting of the directors held in New York, April 9th, 1887, they voted, a quorum being present,

"That it is the policy of the company to abolish grade crossings as fast as it may be practicable in the judgment of the executive officers."

This vote and the record of it was admitted under objection to show that the directors have complied with the statute. Some objections to the propriety of the action will readily occur. First, the committee or directors could not lawfully be convened in *New York* to act upon that statute. Second—If a lawful convention were possible at that place they were not lawfully notified to assemble for that purpose. Third—The record does not show any act or determination of the directors to take any part in any proceeding whatever, much less to make any application of this character, or that they knew of any particular dangers, defects, obstructions or other fact at the points in question, upon which alone they could act, nor had they canvassed the propriety of any action whatever in regard thereto. Fourth—The vote was alone a declaration of the policy of this company, not that the directors thereof had done or would do any act or thing imposed by this statute touching the danger of the grade crossing in question. Fifth—The statute requires the directors not only to determine that it is "policy" to abolish the grade crossing, but in the case in question the policy must be pronounced in an application in writing showing how it is to be done ; they must determine not only the

act but the manner and detail of the act. Sixth—The vote itself shows conclusively that the directors intended thereby only corporate action and to fix the policy of the company in case of application to abolish grade crossings in the various ways provided by law. Seventh—Their vote was not intended to be the conclusive or final action of the board, either as to this or any other grade crossing; as to the time when any application of this sort should be made, much less the manner of the change in the crossing; these were all subordinated to the question of practicability “in the judgment of the executive officers.” p. 18, Record. Eighth—It was only a declaration of “policy of this company when it was practicable in the judgment of the executive officers.” The judgment could not be delegated, neither could the power to act be conferred on others by them.

But, as a question of evidence, not only on the grounds above stated, but on principle, the vote and record was not admissible. The directors were not acting as officers of the corporation. The law requires no record of their doings to be made. The town was not a member of the corporation, so as to make the corporation records evidence against them. Therefore this record cannot be claimed to show any fact, and was plainly inadmissible as evidence if it did.

But it will be said that the case discloses other evidence upon this point. It is, in fact, found that at a regular monthly meeting in the city of New York, on like notice, a quorum of the directors voted instructing the chief executive officer of the company and the chairman of the board to commence at his discretion legal proceedings to abolish all grade crossings on the Shore Line Division of their road, which includes the crossings in question. This was proven by parol. The meeting at which it was voted could not be shown, and the names of the directors actually present could not be given. On the recorded vote and this evidence the court found these proceedings properly brought. If the record was inadmissible the judgment was erroneous.

But the objections hereinbefore urged against the record and the facts therein stated and the claimed action thereon are mainly applicable here, and need not be restated.

The vote is: Instructing the President of the road to commence, “at *his* discretion, legal proceedings to abolish all grade crossings.” It will not be contended that this is not a delegation

of the discretion of the whole board to act in regard to all grade crossings of the Shore Line Division. The vote, if anything, is a suspension of any action until his discretion is exercised. There is no claim that the directors ever examined the crossings in question or acted upon the manner of abolishing the grade crossings named. They have nothing to do with the actual abolishment of grade crossings. They are only to present in writing an application alleging the danger and stating the specific alteration desired and the methods by which the danger is to be obviated. This is a matter of pure statute law, and a strict compliance therewith can alone give jurisdiction to the Railroad Commissioners or the court.

The power to institute these proceedings by the directors, has in all similar cases been considered as one of the most important functions of legislation. Confined in the same section and clause of a like power conferred on the selectmen of towns, the Mayor and common council of cities, the warden and Burgesses of boroughs, it must be governed by the same rules of law and hedged in by the same limitations as to its exercise as though it was being exercised by those officers. And we are not without authority when so construed, if such were needed. Where improvements or enterprises of a public character of this sort are committed to a body created by statute in this manner, the law holds them "to be one deliberate body to the end they may assist each other in their mutual wisdom and experience, and the result of their conference be the ground of their determination." And where this is the case, the exercise of the power cannot be delegated. Public powers or trusts cannot be delegated.

Dillon on Municipal Corporations, Sec. 61.

Cooley on Const. Limitations, 204 and 205.

Day *vs.* Green, 4 Cush., p. 438.

Coffin *vs.* Nantucket, 5 Cush., p. 272.

Ruggles *vs.* Nantucket, 11 Cush., p. 436.

Clark *vs.* Washington, 12 Wheaton, pp. 40-54.

The proceedings have no legal formality.

The statute is simply a designation of the *persons* who may institute these proceedings. It was well supposed that the individuals composing the Board of Selectmen, the Mayor, etc., of cities and the directors of railroad corporations, by virtue of their respective offices, would individually be brought in contact with



the demands of public safety, the public requirements, and all other facts appertaining to these grade crossings, in such manner as that they pre-eminently would be qualified to fix the manner of the change of the crossing, and to determine it, by fixing the form of the application on which alone the Commissioners were to act. These are all referred to their *individual* judgment. And the individual exercise of that judgment is absolutely necessary to give the Railroad Commissioners power to act. The whole proceeding is statutory and in derogation of the common law, and no statute prerequisite can be omitted or even waived by the public officers as against the public. On the issue they present every act and necessary fact is traversable. Before any step could have been taken in the direction of this suit the law demands at least an attempt to call into action their individual judgment. And it also demands that the sanction of these proceedings should appear at least under the sanction of a majority of them by name. Here the petition nowhere discloses the name of a single director, nor a majority of them ; who they are, in fact, nor who, in fact, have acted ; nor which or what part of them the proceedings represent. They cannot act as a board ; as such they have no statute or common law recognition in the premises. They are neither a fictitious, corporate or artificial person ; nor a partnership nor corporate person. They are not, in a word, a legal entity in any sense, and cannot appear in the application as such. The statute nowhere resolves them into such, and they cannot assume such powers and be recognized. A corporation may sign by attorney. This results from the necessity of the case. A partnership may petition and sue and be sued by attorney, but in such cases the names of members must appear ; but there the partnership is the legal entity. But these present no analogy ; the directors are not a legal person or entity.

And what does this pretended application claim to represent ? It is no company, nor is it the directors of any company. The signature is

“ THE DIRECTORS ”

Of the “ N. Y., N. H. & H. R. R. Co.” Have these abbreviations any actual legal or statute meaning ? In our experience we have not been able to find it.

It nowhere appears that these directors ever considered this application at all. That they ever legally considered it, is negated

by the finding that every act attributed to them was beyond the scope of the statute creating them. They never acted as a body, and it is not pretended that they could so act.

The Court erred in affirming the judgment of the Commissioners in the following order:

“And the right of way for such alterations and the location of said highways and the new portion of the highway on the north side of said track to be procured and all the work necessary and incident to said alterations so far as they are outside of and beyond the limits of said right of way of said railroad to be done by said town at its own expense.”

If the order is to be taken in its literal sense, and the Court is considered as competent to make the same, it is that the town in its corporate capacity has, first, the power to purchase the right of way for a proposed highway, and, secondly, that they have the power to compel the owners of land to surrender their estate to them on any terms.

Neither of these propositions can be seriously contended. The town has no authority under any circumstances to even initiate proceedings for the layout of a highway. And we submit it would be the climax of legal absurdities to contend that they could be bound to procure the land of a subject for these ways which the subject was not bound to surrender on any terms to them. This order contemplates and in terms decrees the way shall be *procured* by the town, and if effectual for any purpose it must appeal to some legal power or capacity in the corporation to perform the act. There is none.

Admit for the argument's sake that the town could of its own motion institute the necessary proceedings to lay out these ways, which they cannot, most serious questions would then result. Can the Superior Court, by its mandate, decree that the right of eminent domain shall be exercised in this manner? Can they anticipate and close by their pre-emptory order the decision of another tribunal where the subject's rights are hedged in by his constitutional right of a trial by jury and a higher guaranty of due process by law? Can the Court say that the town *shall procure* the right of way when the right to prescribe it must depend upon a higher sanction of another tribunal which alone can say whether it is demanded for public purposes, and decide on the propriety and legality of its being taken at all?

But it will be said that if the town cannot *procure* the right of way the railroad can do so, and the town must pay the expense.

But such is not the order. It is that "the right of way for such alteration and the location of said highways and the new portion of the highway on the north side of said track to be procured and all work, etc., . . . to be done by said town at its own expense." It cannot be said that this order or decree contemplates the exercise of any power or function the town itself can command. The town is to procure and work the way at its own expense. This order is couched in one sentence. The obligation is as complete to procure the way at their own volition and expense as to work it. It is not to pay on the procurement of another.

But admitting the order contemplates that the town shall pay the cost incident to obtaining this way on the only proceedings known to the law, these propositions present themselves :

*First* — The railroad company may proceed to agree on the price to be paid for the ways. There is no limit to their discretion and no power to control them. Then their will, their judgment, when formulated into a contract with the land owner, is conclusive, absolute, and imperial. In legal effect, then, they are empowered to contract for the price of the way and fix the amount of the town's liability under this judgment. In the light of these facts, if this judgment is to take on the character of a judicial determination of the town's rights and liabilities it must be on the ground that under the common law it is competent for a court to order and adjudge that one contestant shall pay to the other whatever sum his adversary may contract for with a third party. We submit that on this point this is not an overstatement of the legal effect of this order nor the power necessarily involved in its enforcement.

*Secondly* — If this land is not acquired by the railroad company of the owner, by contract, the only way it can be acquired is upon proceedings instituted by the company to condemn and take under the right of eminent domain. And here the law authorizes no party but the railroad company to initiate or prosecute the proceedings. They apply for and secure the appraisers and contest the issue on all possible lines of attack or defense. So may the land owner. The land, if taken at all, must be taken under the charter



of the railroad company. The town is not a party. The statute alone authorizes the company to take the land. (R. S., Sec. 3490.) The ultimate judgment on the proceedings imposes no liability on the parties contestants. The town, without hearing or participation, is condemned from the start. They must pay the amount awarded and the costs. Nor is this all ; the way is to "be procured" by the town at its own "cost and expense." This involves all necessary expense to put the law in motion and accomplish the desired end, and counsel fees as much as witness' fees and Court costs. In its purpose and legal effect, the order appealed from here appropriates from the town's funds by judgment of the Superior Court, the amount of the judgment debt, costs, fees, and expenses involved in that taking of the ways described for avowed public purposes. A proceeding they are not parties to, which they cannot control, and depending on the will and purpose of their adversary whether they are to be initiated or not. We submit it is without any apparent precedent either in ethics or law. It is against common right. It is an infraction the common law guarantees to the subject. It impinges the right of trial by jury. It is condemnation without trial. It is not due process of law.

The record nowhere presents in the application or finding any allegation or statement of facts concerning the crossings in question upon which the law imposes any duty on the town concerning the crossings. There is no basis of fact and no warrant of law for the order and judgment appealed from. There are no duties imposed by the common law within the whole scope of its provisions which the town is claimed to have neglected. There are no obligations imposed by the statute, the neglect or the positive denial of which can justify this assessment of damages. And if there was, there is not a single allegation on the record by which that duty is made to appear, or how there has been any denial or infraction thereof, so that in any orderly manner this judgment can be sustained. It will undoubtedly be claimed that this order is sanctioned by Sec. 3489, R. Statutes, which provides :

*"Whereupon the railroad commissioners shall appoint a time and place for hearing the petition and shall give such notice thereof as they judge reasonable to said petitioner, the railroad company, and the owners of the land adjoining such crossings, and after such notice and hearing said commissioners shall determine what alterations or removals shall be made, by whom done, and at whose expense."*

*First* — Proceedings under this statute do not contemplate the town as a party. The land owner and railroad company are the only parties to be summoned. The statute does not contain the general provision that all parties interested shall be notified and made parties. The duty of the Commissioners to summon the statutory litigants, and the right of the litigants to be made parties, are co-relative; the designation of the parties to be summoned by the statute excludes the presumption of all others.

*Secondly* — There is no duty of the character imposed by the commissioners, by statute created, against the town. True it is that the general statutes obliges the towns to “build and repair highways”; but the duty is imposed in regard to existing highways. It is limited to highways of ancient right, to those existing by dedication and acceptance by the public, and to statute highways laid out by selectmen or the court. These proceedings have no relation to those at the instance of the Railroad Commissioners. Those are under another statute. Whatever duty is there imposed is limited thereby (Sec. 3483, R. S.). Under that statute the legislature restricts the Commissioners to the change of only one grade crossing a year. Here three grade crossings are changed.

The Railroad Commissioners are supposed, where they institute proceedings under Sec. 3483, R. S., to represent the State, and stand between the railroad and the community; and yet they are restricted as to the number and expense per year to be imposed on the town. Will it be claimed that it was the intent of the statute, at the instance of the directors of the railroad, to give them unrestricted powers as to the number of grade crossings to be changed and the amount of expense the towns were to bear? The reason is obvious why in these proceedings the towns are not made parties.

If it is said the Superior Court has, under Sec. 3489, power to order the construction of a new highway, to change the grades in question, as this cannot be done without imposing a duty to purchase the way and working the same on some one, and these duties are sometimes imposed upon the town by other statutes, therefore the court, having power to change, can impose that duty on the towns, we insist: That duty is a matter of positive statute. It can result only when the exigencies declared therein exist. The duty to pay for the right of way and work the same, under the general statute, can arise only when the public demand it and



common convenience and necessity require it, where the right of eminent domain is brought into play, and the road has been laid out. Here the statute expressly provides common convenience need not be found to demand it, and the whole expense is incurred before the highway exists at all. It must remain a sufficient answer to claim that in this case the statute imposes no duty on the town.

The Commissioners, under the statute by its express terms, are empowered to *determine what alterations or removals shall be made and by whom made and at whose expense*. But can they make any order without a primary liability on the part of the party charged to construct or pay for the thing ordered? The land owner is expressly made a party to these proceedings. Can he be charged with anything? Why not? He is a party and may reap a benefit. He could not be charged, because neither the common law nor statute imposed a duty relating thereto. Here a judgment is entered up against the town for thousands of dollars. How can they be charged? What facts or liability support it? We deny that a judgment or order of this character, or any character issuing out of any tribunal, can be sustained unless it has the substratum of some allegation of statute or common law duty on the part of the party charged relating thereto. Not that we deny that the legislature has the power to impose all of the expense of changing grade crossings on the town. But we do insist that if that duty is imposed and a judgment is sought to be enforced upon it in any court of common law or statute jurisdiction, it is a requisite that it must be rendered on some issuable fact, some allegation which makes the duty, its character and amount appear. If that duty is a joint duty, unequal in amount, character, or degree, the extent of the obligation of each must appear. This is the right of every subject to be charged with any decree, order or judgment of any court either of the common law or statute jurisdiction. Any other assumption would not be "due process of law," would deprive the subject of "a common right," be against "natural justice," and, as such, void and a deprivation of his constitutional rights.

It will be said in this case that here is an allegation that public safety requires this change of grade, and that it is a nuisance, and it is within the scope of the power of the Legislature to remove it and authorize the Court to determine how it shall be abated and



who shall pay the expenses thereof. But the Legislature cannot adjudge the expense of avoiding or abating danger or nuisance created by one on another, and to which he is a stranger. The duty to remove or abate and the liability therefor must first be made to appear. The case neither alleges nor supposes any obligation of the town touching these grade crossings. The judgment or order does not find it. Danger exists, but the town as a corporation has not the legal capacity to create or abate it unless this order enables it.

What has caused the danger ? The increasing number and velocity of railroad trains. This results from the volition and action of the railroad company, from the necessity of the case alone. When this company took from the public — the town in part, — this invaluable franchise, they took the power to make the highway dangerous, with the co-relative obligation and stipulation in their charter (Sec. 10) to “restore said highway so intersected so as not to impair its usefulness.” And no statute has changed that obligation. It is continuous.

English *vs.* N. Y., N. H. & H. R. R. Co., 32 Conn., 320.

Burrett *vs.* New Haven, 42 Conn., 298.

And this duty has been imposed by the general statutes since the earliest railroad legislation of the State.

Act 1839. Comp. 1854, sec. 12, p. 748. Comp. 1876, p. 189, sec. 481. Comp. 1888, sec. 3480, 3424.

As the town, in its corporate capacity, did not create the grade crossing, nor the danger thereat ; as they have no pecuniary interest in its continuance or removal ; as the statute had not created their liability ; there is no obligation, equitable, moral, or legal, on their part to sustain this judgment.

This statute must be held to impose a duty of paying for these repairs only on the corporation who had the obligation of protecting the public. That was the railroad company. It is idle to say it included the town, who are not named and not required to be parties, or that the court can include in its judgment any other than statutory parties.

If any other contention is held correct, then we insist the statute is absolutely void, it is an unjust, unconstitutional exercise of legislative authority, and confers unconstitutional and illegal powers.

It creates no specific obligation. It imposes no definite duty. It makes no limit as to the character or amount of the co-relative

obligation of the co-defendants. It gives no basis upon which they can be found or adjudged. It has no "legal certainty" upon which the subject or Court can be informed. Its assumed liability cannot be tried under any orderly issue of fact or law. Under it the trier can receive or reject evidence at will upon the vital questions of what and how much the co-defendants shall pay, unrestrained by any rule or principle. It makes no rules of its own, and places the court or trier beyond those of law or equity. It authorizes the Commissioners *to determine* what shall be done, by whom and at whose expense. It does not even provide that it shall be a just, equitable, or legal proportion or share. It gives no hint or data from which they can be determined. Under it the court is not declaring the law, but making it. It withdraws the town's rights from the protection of law, and subjects them to the caprice, the sense of right, of the triers.

And this proceeding is a practical exemplification of the above claims. These proceedings contain no allegation of duty or liability of the town. No duty or default is alleged. None from the nature of the case can be affirmed against them. The danger, nuisance, or wrong, to be obviated by the charter of the railroad company, and the provisions of the statute, if committed or suffered, is imposed on them. A joint or mutual obligation is found and assumed by the court without any allegation or gauge as to how, when, or to what extent it is raised, or the co-relative amount or character of the obligations of the town and railroad company. In a word, a judgment is rendered here for thousands of dollars cash, with no intelligent issuable fact on the record against the contesting town, with nothing to control either the investigation, evidence, or will of the tribunal awarding it, and has for its basis nothing but the unrestrained will of the court awarding it. These claims are not made as a reflection on the triers, but as an elucidation of the practical operation of the statute complained of. We say this statute, this judgment and order, is not a constitutional exercise, either of the legislative or judicial power. It is not "the law of the land," which secures the individual from the arbitrary exercise of the powers of government unrestrained by the established principles of private right and distributive justice. It is not due process of law, administered in legal proceedings according to those forms and rules which have been established for the protec-

tion of private rights, and is not in accordance with the general rules which govern society.

Dartmouth College *vs.* Woodward, 4 Wheat, 519.

Westervelt *vs.* Gregg, 12 N. Y., 209.

Cooley on Constitutional Limitations, 352, 353, 355.

The directors of the Shore Line Railroad alone had authority to commence these proceedings under this statute.

The authority is given "to the directors of any railroad company whose road crosses or is crossed by a highway." The statute makes no qualification or abatement of the proprietary interest of the corporation whose directors shall bring these proceedings below absolute ownership. It cannot mean the mere occupant. It cannot mean one of two joint occupants. It is not conferred on a licensee, nor on a company whose occupancy is such as the law would imply compensation therefor, and it cannot intend, for like reasons, any other form of lessee or occupant. It must mean that company whose ownership and possession in the law includes and dominates all others, and a title of proprietorship in the law including all others. That, in this case, is the lessors. When the relation of landlord and tenant subsists, the title and possession of the landlord includes all others. On these proceedings, land must be taken, but that land must be taken under the Shore Line Railroad company's charter. It is to be taken for their use, and the title vested in that company. By legal necessity they are the statutory party, as to the taking of all lands contemplated by these proceedings within the limits of the lines of their layout. If these lands are taken by contract, as they may be, under our system, they must be the contracting parties. If the lands are taken by adverse proceedings these must be in their name. The record of the appraiser's doings is a judgment against them, and them only, as to the amount to be paid. On payment of the assessed damages, the land vests in them. It is insisted that the expense of obtaining the title and making these changes, is a mutual obligation on the town and railroad company. Admit it, and it follows that that mutuality must result to the party in law authorized to take the title and pay for it. They are necessarily the legal party to these proceedings. They are not parties on this record, and the judgment was erroneous.

S. L. WARNER,  
W. F. WILLCOX,  
*Appellants' Attorneys.*



Supreme Court of Errors, Hartford District, December Term, 1888.

THE TOWN OF WESTBROOK	}
<i>vs.</i>	
THE DIRECTORS OF THE NEW	
YORK, NEW HAVEN & HART- FORD RAILROAD COMPANY.	

Appealed from the Superior Court for Middlesex County.

BRIEF FOR THE DEFENDANTS.

*Statement.*

This case began by sundry applications brought before the Railroad Commissioners in 1887, under the provisions of the acts of 1876 and 1877, now known as Section 3489 of the General Statutes. No objections were taken before the Railroad Commissioners, by the Selectmen of Westbrook, or by any one else, to the form of the application, and no pleas in abatement were filed. The parties interested were fully heard, and on December 22, 1887, the Railroad Commissioners passed an order providing for a disposition of the grade crossings referred to in the application. The applications called for a separation of the grades at three places, and for such an alteration of the highway at another that an existing crossing should be closed. On the 9th of January, 1888, the town of Westbrook took an appeal to the Superior Court, from the order of the Railroad Commissioner, and this appeal was taken under the provisions of Section 3518 of the General Statutes. In the petition taking the appeal, the petitioners alleged that they were aggrieved by the orders of the Railroad Commissioners in respect to the changes ordered to be made in said highways, and laying out and building of new highways, the method of crossing the track of said railroad by said highways, and the sum of money to be paid by it to said Railroad Company, and the other expenses ordered to be incurred by said town.

The only issues raised by this appeal from the Commissioners to the Superior Court relate to questions of fact. No complaint was made, either before the Commissioners or by allegation of grievance in the appeal itself, that the applications were brought without authority, or that there was a defect in the proceedings. On the 24th day of January, 1888, an answer was filed denying the allegations in the petition, which alleged only a grievance concerning the plans for the proposed changes, and the grievance con-

cerning the adjudication of the sum of money ordered to be paid by the town. Thus the issues closed in the Superior Court in January, 1888, were issues of fact only.

On the 27th day of March, 1888, the petitioners undertook to set up new causes of grievance, claiming for the first time that the applications were not properly brought, and that the statute under which the applications were brought is unconstitutional and void. These allegations were denied by the defendants, and the case was then tried upon its merits. On the 29th of June, 1888, the Superior Court passed a decree substantially confirming the order of the Railroad Commissioners. From this decree the plaintiffs have appealed to this court. The finding shows that very few exceptions were taken in the court below, and very few questions were distinctly raised as questions of law upon the trial.

The reasons of appeal are twelve in number. Some of them relate to questions which were not raised in the court below. Some of them were raised too late, and none of them, except the 12th, should have been considered in the Superior Court, or by this tribunal. If there was any defect in the applications the appellants waived their right to make objection because of their failure to make such claim before the Commissioners, and by their delay until March 27th, after the issues had been closed. The petitioners went to trial before the Commissioners, and took their appeal to the Superior Court without claiming at any time that there was any defect in the application, or any want of power in the directors of the New York, New Haven & Hartford Railroad Company to cause the same to be brought. If there had been any defect of this kind in the applications, it could only have been taken advantage of by a plea in abatement.

The 1st, 2d, and 10th reasons of appeal are too general. They are not in any sense special assignments of errors. The precise matter of error or defect in the proceedings in the court below is not set forth. This is in violation of Section 1, of Rule 14, of the General Rules of Practice.

Practice Act and Rules, p. 258.

The 4th, 5th, 6th, 7th, and 8th reasons of appeal relate to objections which were not raised in the court below, and therefore should not be considered here. The 4th reason of appeal urges that the court erred in admitting the parol evidence in connection with the record, and finding thereon that the application in

question was duly and legally brought. There is nothing in the record or finding to show that any such question was raised distinctly as a question of law by the court below. We quote from the finding as follows: "To show such authority the appellees offered Exhibit A in evidence, together with parol evidence going to show the facts herein found, and the parol evidence offered to show the authority of the attorney to commence this proceeding consisted of the following facts: At a regular monthly meeting in the city of New York, on notice similar in all respects to the notice in Exhibit A, between the months of May and September, 1887, a vote of the directors of the said railroad company was passed, but not recorded, instructing the chief executive officer of the company and the chairman of the board to commence, at his discretion, legal proceedings to abolish all grade crossings on the Shore Line Division of their road, which includes the crossings in question. And acting upon said vote, and the vote in Exhibit A, the attorney signed the petition, commenced and prosecuted the same. At said meeting a quorum was present, and acted unanimously, though it did not appear which of the directors was present. And this action was communicated to the attorney signing said application, and the said chairman especially instructed said attorney to commence and prosecute each of these applications.

"To the admission of Exhibit A in evidence, the appellants objected on the ground that such action in the city of New York was illegal and incompetent for such purpose; that it conferred no authority, and was not competent to authorize these proceedings, and because it did not appear that the directors were notified of said meeting or its purpose, nor that a majority of said directors were present at such meeting. And, furthermore, that said vote does not in any manner authorize this application. The court overruled the objection and admitted the evidence."

The above is all there is in the record relating in any manner to the admission of parol evidence, and it does not appear that the appellants objected to its admission. They only objected to the admission of Exhibit A upon the special grounds set up. Therefore, under the provisions of Section 2, of Rule 14, of the General Rules of Practice, the 4th reason of appeal cannot be considered here. If any such objections had been made in the court below, no doubt that court would properly have overruled it, be-



cause the parol evidence was admissible to show the acts of the directors.

Goodwin *vs.* U. S. Annuity and Life Insurance Co.,  
24 Conn., 601.

The 5th reason of appeal sets up that the court erred on the facts found, in holding that the act of the attorney who signed the application, was the act of the directors.

There is nothing in the record which shows that any such question was raised in the court below.

The 6th reason of appeal alleges that the court erred in holding that under the statute upon which the application was brought, the directors had power to delegate their authority to the attorney who signed the application, or that the attorney had any authority to commence and prosecute the application in the manner appearing upon the record. There is nothing in the record to show that this precise question was raised in the court below. The only question raised in the court below concerning the power of the directors to initiate the proceedings brought, was in relation to the admission of Exhibit A in evidence, and that particular exception is covered by the 3d reason of appeal.

The 7th reason of appeal alleges that the Court erred in holding that there had been a lawful meeting of the directors to act upon the subject of the application. That question was not raised below.

The 8th reason of appeal alleges that the Court erred in holding that the petition was brought properly upon a vote of the directors of the corporation, held in the city of New York, out of the jurisdiction of the State, when not convened for the purpose, with no evidence that the other directors, who were not present, were notified or assented to their action. That question was not raised in the Court below.

Some of the questions covered especially by the 4th, 5th, 6th, 7th, and 8th reasons of appeal may be involved in the 3d and 9th reasons, and they are discussd in the latter part of this brief.

The only reasons of appeal which are properly before this tribunal are those referred to in the 3d and 9th, and the 11th and 12th reasons of appeal. The 3d reason of appeal covers the objection made in the Court below to the admission of Exhibit A in evidence. The 9th reason of appeal covers the objection made to the reception of Exhibit B in evidence. It does not appear by

the record distinctly that that question was decided adversely by the Court below, but we have discussed it separately in this brief.

The 11th and 12th reasons of appeal, are in substance an attack upon the constitutionality of the statute under which the application was brought.

If this Court, upon the foregoing statement, will hear any of the alleged errors discussed, although the defendants claim that it was too late when the plaintiffs made their technical objections in the Court below, we will discuss them in the following order :

FIRST.

Have the directors of the New York, New Haven & Hartford Railroad Company the power to bring an application under Section 3489 of the Statutes, for the purpose of separating grade crossings on the Shore Line Division ? This question is the one raised by the 9th reason of appeal, and relates to the admission of Exhibit B in evidence. Exhibit B is the lease of the Shore Line Railroad to the New York & New Haven Railroad Company. The Special Act of 1871, consolidating the old New York & New Haven, and the New Haven, Hartford & Springfield companies, conferred upon the New York, New Haven & Hartford Railroad Company, the consolidated corporation, all the rights, privileges, leases, etc., which the separate corporations held before that time. The special objection made by the appellants is, that this application could only be brought by the directors of the Shore Line road itself.

The statute under which the applications are brought provides that "The Directors of any Railroad Company, whose road crosses or is crossed by a highway, may bring their petition in writing to the Railroad Commissioners, therein alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or railroad, or the removal of obstructions to the sight at such crossing, and praying that the same be ordered." What is the intent and spirit of the statute of 1876, now known as section 3489 ? It is to provide for the abolition of grade crossings. The statute authorizes the selectmen of a town, or the municipal authorities of a city or a borough, or the directors of a railroad company whose road is crossed by a highway, to bring the petition. Why are these parties authorized to bring the applications ? Because they are

the parties interested. Either the railroad company, which is interested to protect its crossing, its passengers, and the public generally from danger, or the municipal authorities who are interested in the protection of human life at the crossings, are the parties who have an interest. In the case of a leased road, manifestly it is the parties who operate the road, rather than those who have leased it and do not operate it, who are the parties interested in bringing the application. The directors of a company which has leased its railroad, could have no interest in bringing the application. They and their company are not liable for any damages. They are not morally responsible for the operation of the road. As the statute provides that a portion of the expense shall be paid by the applicants, the directors of a company whose road is leased would never reduce their rental by taking action for the abolition of grade crossings. Who are the directors to whom the road belongs for the purposes of this statute? Manifestly, it is the property of the company which operates the road, and the directors of that company own it within the meaning of the statute. The word "whose" in the statute, refers to the directors, who, for the time being, own the road. This court has placed a broad and liberal construction upon the word "owner," as used in our statutes.

*Camp vs. Rogers*, 44 Conn., 298.

If this statute should bear the construction claimed by the plaintiffs, it would become a nullity as to all the railroads of the State that are now operated under lease. Exhibit B, upon pages 19-22 of the record, is the lease of the Shore Line Division to the lessee company. The lease is a perpetual lease from the first day of November, 1870. Under that lease, the New York, New Haven & Hartford Railroad Company owns, rents, and controls the railroad. The finding of Judge Park upon the record, page 16, shows that "the entire business, care, equipments, repair, and running of the Shore Line Railroad are managed by said New York, New Haven & Hartford Railroad Company, and the board of directors of said latter company, at the entire expense of said company, and all the receipts from the business of said road go into the treasury of said railroad company, and belong to it. No separate account of the expenses and revenue of said Shore Line Railroad is kept, but all the accounts are merged with, and are made a part of, the accounts of revenue and expenditure of the



New York, New Haven & Hartford Railroad Company upon its main line."

Upon the facts found, and the terms of the lease, it is manifest that the Shore Line Division is, to all intents and purposes, the property of the New York, New Haven & Hartford Railroad Company, and that the directors of the latter company are the only body of men who are authorized to bring an application under the statute. It would be an outrage upon common sense to suppose that the directors of the lessor company could bring an application for a change of grades in the Shore Line Division upon a railroad over which the Shore Line Company, so far as its action is concerned, has for ever parted with control, and thereby subject the lessee corporation to the annoyance, expense, and change of grades of the railroad and adjoining highways, without reference to the wishes or policy of the lessee company. There is nothing in the 9th reason of appeal, which we have here discussed, except the question of the construction of the word "whose" in the statute. To construe that word in the sense claimed by the appellants would be an absurdity and would work a revolution in the condition of many of the most important business interests of the State.

Sec. 3483 uses the language "owning or operating," and this section being a later one than section 3489 clearly explains any possible doubt that might arise from the use of the word "whose" in the last named section.

*Second.*

Did the court below err in admitting in evidence Exhibit A ? This is the question raised by the third reason of appeal. The finding, upon page 17 of the record, shows that the appellants objected to the admission of that evidence on the ground that such action in the city of New York was illegal and incompetent for such purpose, that it conferred no authority and was incompetent to authorize these proceedings, and because it did not appear that the directors were notified of said meeting, or its purpose, nor that a majority of said directors were present at such meeting. And furthermore, that said vote did not in any manner authorize this application. Upon the foregoing grounds alone was the question of law raised. The court decided the question adversely to the appellants.

So much of the objection as alleges that the directors were not notified of the meeting and that a majority of the directors were not present is negatived by the record itself. A copy of the notice served upon the directors and of the record of the meeting on the 9th day of April shows that the meeting was held pursuant to legal notice. The record also shows that the total number of directors, April 9, 1887, consisted of thirteen. And it appears that nine of the thirteen were present at the meeting.

Record, pp. 17, 18.

It is not necessary that the directors of a corporation should have special notice of every subject matter that they may conclude to take up for action. The directors of a corporation are the general managers of the affairs of the corporation within the limitations prescribed by the statute and their charter. When duly assembled under proper notice, if a majority are present, they may take any action which is within their power as directors.

*Savings Bank vs. Davis*, 8 Conn., 191, 200.

So much of the objection as alleges that the action in the city of New York was illegal and incompetent is frivolous. It is well-settled law, and is not now disputed in this State, that the directors of a corporation organized under Connecticut law may hold their meetings outside of the State.

*McCall vs. Byran Mfg. Co.*, 6 Conn., 436.

So much of the objection to exhibit A as alleges that the vote of the directors conferred no authority and was incompetent to authorize these proceedings, is not worth long consideration. It is well settled corporation law that it is not necessary that all action of boards of directors or executive officers of a corporation should be made a part of the record.

*Goodwin vs. U. S. Annuity & Life Ins. Co.*, 24 Conn., 601.

It is equally well settled law that whenever the directors have made a record of their action in relation to a particular subject, it is admissible for what it is worth. On the 9th day of April, 1887, the directors voted in substance to refer the question of the abolition of grade crossings to the executive officers of the company, with power to act.

Record, p. 18.

It is found by the record that at a later meeting of the directors in the year 1887, between the months of May and September, a

vote of the directors was passed, instructing the president of the company to commence, at his discretion, legal proceedings to abolish all grade crossings on the Shore Line Division, which includes the crossings in question. It is further found that acting upon said vote, and also the vote set out in exhibit A, the attorney signing the petition commenced and prosecuted the same. It appears that at that meeting a quorum was present and that they acted unanimously, and this action was communicated to the attorney signing the application, and the president of the company, the chairman of the board of directors, especially instructed the attorney to commence and prosecute each of these applications. The above facts found dispose of all the other objections made to the admission of Exhibit A in evidence.

It is found, upon page 15 of the record, that the application was duly brought by the attorney for the directors thereunto authorized by the president of the corporation. All this evidence was admissible under the issues raised by the special pleadings filed March 27, 1888, in which the appellants asked to dismiss the application because it was not signed by the directors of the New York, New Haven & Hartford Railroad Company, and was not brought by them or any person legally qualified so to do. All of the records which appear in Exhibit A do show that the directors did authorize the application. Therefore, under the issues raised by the pleadings of March 27th, Exhibit A was admissible in evidence.

*Third.*

The claims made by the plaintiffs, under the 11th and 12th reasons of appeal, set up that the statute is unconstitutional, because it requires the plaintiffs to pay to the defendant corporation a certain sum of money, and because it impairs the plaintiffs' right of trial by jury. These claims should be considered under two heads. First, that in relation to the assessment of a part of the expense upon the town, and second, the question of the right of trial by jury. To a certain extent the constitutionality of the statutes of this kind has been passed upon in *Woodruff vs. Catlin*, 54 Conn., 277. In that case the effect of the 25th amendment to our constitution is discussed.

The power of the legislature of a State to authorize the property of a municipality to be taken to aid in the construction of a



railroad or to make donations to railroad corporations for the general purposes of the company, has, in the absence of express prohibition, been generally conceded in nearly all of the States of the Union. Michigan and Iowa are the only two States that have denied it.

Wood's Railway Law, pp. 261, 265, 317.

Cooley's Constitutional Limitations, pp. 60, 213, 219.

It has been so held in Connecticut.

Bridgeport *vs.* Housatonic R. R. Co., 15 Conn., 475.

Beardsley *vs.* Smith, 16 Conn., 368.

The 25th amendment to our State constitution, adopted in October, 1877, does not affect the statutes under consideration.

Woodruff *vs.* Catlin, 54 Conn., 277.

The effect of the prohibition of the 25th amendment only reaches the specific aid mentioned in the amendment. Limitations in the constitution upon the power of taxation are not to be extended beyond their plain meaning.

Burroughs on Taxation, Secs. 60 and 130.

The application of a part of the property of a town to pay a portion of the expense of separating grade crossings is not a donation to the railroad company nor an aid to the railroad company within the meaning of the 25th amendment. It is a rule put upon the towns and the railroads for the payment, in such proportions as the courts deem proper, to protect the traveling public both upon the railroad and the highways, and to save human life. The State has power to regulate the subject of railroad crossings, whether the crossings are those of two railroads or a highway and the railroad. It has always legislated upon the subject by general statute, and in the statute charters.

Cooley's Constitutional Limitations, p. 580.

The law-making body has the power to provide that the expense of separating grades may be apportioned among parties benefited.

Fitchburg R. R. Co. *vs.* Grand Junction R. R. Co., 1 Allen, 552.

Fitchburg R. R. Co. *vs.* Grand Junction R. R. Co., 4 Allen, 198, 205, 206.

Proceedings of this character are similar to those for the layout of highways upon the application of private individuals. In such

cases a portion of the expense may be assessed upon parties specially benefited. Their constitutionality is sustained under the police power, which is vested in the different State governments to be exercised for the public welfare. Under the police power it is the duty of the State governments not only to preserve the public order and to protect property, but the State governments have the right and it is their duty to establish rules of good manners, good neighborhood, and to secure to citizens the uninterrupted enjoyment of their rights, and to protect their lives, limbs, health, and comfort.

Cooley on Constitutional Limitations, pp. 572, 573.

From time to time, as new exigencies arise under the police power, the legislatures have the constitutional right to adopt new regulations for the protection and benefit of citizens.

Cooley on Constitutional Limitations, p. 576, 577, 579, 594, 595.

The assessments of benefits on those specially benefited by public works, sewers, streets, etc., is not unconstitutional.

Dillon on Municipal Corporations, Vol. 2, Sec. 617, 752, 754.

Palmyra *vs.* Morton, 25 Mo., 593, 595.

Linton *vs.* Ashbury, 41 Cal., 525, 529, 530.

Willard *vs.* Presbury, 14 Wallace, 676.

People *vs.* Mayor, etc., 4 Comstock, 419, 437, 438.

The constitutionality of such statutes in this State has never been questioned.

Our general assembly has the same constitutional power to assess a part of the expense of abolishing grade crossings upon different parties interested that it has to authorize an assessment of benefits for the construction of sewers, highways, etc.

The appellants cannot point out any special prohibitory clause in the constitution which questions this subject. These statutes do not violate the clause in the constitution which provides that private property shall not be taken for public use without compensation. The compensation to the corporation or individual whose property is taken is received by the special benefit which is conferred by the work done. It has never been deemed that proceedings to take property by an assessment of benefits are protected by the jury clause in the constitutions nor by the clause that parties shall not be deprived of their property without due process of law.

Mayor *vs.* Hoboken, 18 Howard, 272.

Kennard *vs.* Morgan, 92 U. S., 480.

Davidson *vs.* New Orleans, 96 U. S., 87.

As to what is meant by due process of law.

Camp *vs.* Rogers, 44 Conn., 297.

Again, we say that no property of the appellants is taken within the meaning of the *expression as used in the constitution*.

Both of these sections of the statute, 3483 and 3489, are police regulations — our court has so held.

Suffield *vs.* R. R. Co., 53 Conn., 367.

The duty of towns to repair and alter highways within their limits is one that existed long before our constitution was adopted.

And the statute fixing that duty antedates the constitution.

These sections create no new duty for the towns — they impose no new burdens — and cannot be justly criticized as violating the provisions of the constitution, that no man's property shall be taken from him without due course of law.

These grade crossing are public nuisances.

R. R. Co. *vs.* Waterbury, 55 Conn., 24.

At common law public nuisances could be abated under the police power.

An act conferring such authority is not within the prohibition of the constitution against taking private property without just compensation, nor in violation of that other provision, that the individual shall not be deprived of his property without due process of law.

Potter's Dwarrris on Statutes and Const., p. 446, 455–461.

The appellant is deprived of no right of trial by jury in these matters.

This provision of the constitution of this State clearly means that when, by established usage, before the adoption of our constitution in 1818, trials by jury were permitted or required that practice and privilege should remain inviolate.

Curtis *vs.* Gill, 34 Conn., 34, 54–56.

These are acts in the interest of life and property, and in the interest of public safety.

Acts of a kindred nature, and in the same line, have been enacted and enforced by special tribunals without aid or privilege of



jury, both before and after our constitution. This was the uniform usage before the adoption of that instrument — this is sufficiently shown by a brief examination of our statute books and the dates of the enactments.

The following are some of these acts :

Statutes permitting lay-out of highways by selectmen, or by application in the nature of an appeal to the County Court or the Superior Court, putting the whole expense of building such highways on the towns, without trial by jury, have existed substantially in the same form as now since 1802.

*Vide* Rev. Stat., 1888, Sec. 2713 and 2714.

The same is true as to the statute governing the alteration of highways.

This has been the law since 1802.

Rev. Stat., 1888, Sec. 2706.

The statute requiring that towns within their respective limits, shall build and repair all necessary highways and bridges, another example. Here is a duty to be complied without a trial by jury. This has been the law since about 1659.

Rev. Stat., 1888, Sec. 2665.

This law is the basis of the law under discussion — is similar to it, and produced by the same legislative regard and care for public safety and convenience.

Another statute, analogous to these grade crossing acts, is sec. 2669, Rev. Stat., 1888, which provides for the building and repairing of bridges. If the town liable therefor shall neglect or refuse to do the work, the Superior Court, by itself or committee, may order it done within such time as it may limit, and if not done within that time, the court may appoint some suitable person to do the work. The expense allowed by the court shall be paid by the town liable.

This was the law and usage before our constitution. There is no jury trial here. This statute has been upon our books since 1761, without question as to constitutionality.

Also the act providing that necessary bridges between towns shall be built and kept in repair at their equal expense.

And provisions for enforcing this duty without trial by jury.

These provisions were passed partly in 1761, and partly in 1784, and are found in Rev. Stat., 1888, sections 2667 and 2669.

A case arose under this act in 1831.

*State vs. Franklin*, 9 Conn., 32.

But no claim was made that the act, for any reason, was unconstitutional.

In the same line, are the laws to compel the building and repair of divisional fences, and the laws to compel the division of fences.

The selectmen are made the sole judges of the sufficiency of the fences, and of the expenses and costs, which the party in fault must pay. No jury trial here.

These have been the laws of this State since 1713.

Rev. Stat., 1888, sections 2276, 2277, and 2279.

Also the statute governing the impounding of animals till fees and expenses are paid.

This was the law as early as 1650.

And if the animals were not redeemed or replevied, they were permitted to be sued to pay expenses, fees, and damages, and the balance of the proceeds, if any, paid to the owner of the animals.

This was the law as early as 1702.

These are sufficient to show that the class of cases to which the grade-crossing acts belong was not permitted or required to be determined by a jury.

The following are some laws that have been enacted and enforced since the adoption of our constitution, without once having raised either of the constitutional questions here suggested.

The proper authorities of cities under the general law of this State, may, unless otherwise provided in their charters, assess benefits for lay out or alterations of highways within their limits, upon giving notice to the parties benefited, and issue a warrant for its collection.

In this there is no trial by jury.

Rev. Stat., 1888, sec. 2705.

As early as 1821, the general law of this State permitted an application by any inhabitant of a city or borough for a highway within its limits to the County Court, and the County Court by itself or its committee was authorized to hear and determine the questions, and lay out the highway, and the expenses and damages were to be paid by the city or borough in which the highway was located.

And the court was given the power to compel payment.

No claim was made that this law was unconstitutional on either of the grounds here urged.

For this law, *vide* Revision of 1821, page 272, sec. 15.

By general statute the same power is now conferred upon the mayor and common council of a city and the warden and burgesses of the borough. The same as to selectmen of towns.

Again, under the ancient charters of cities, highways were permitted to be laid out by the common councils and the expenses put upon the city.

And this is true now.

Sewer assessments are made in the first instance by a committee and an appeal lies from their decision to a judge of the Superior Court who may appoint a committee to make an assessment. No jury trial allowed. This has been the usage of this State for a great many years.

The case of Clapp and others *vs.* City of Hartford, 35 Conn., 66, arose under such charter provisions, but they were not held or claimed to be unconstitutional.

Again, we have a statute which provides that the County Commissioners may cause highways to be repaired and encroachments to be removed, and they may issue a warrant in favor of the county against the selectmen of the delinquent town to collect the amount of money expended, with their fees and costs.

Any appeal taken is settled by the Superior Court itself or its committee.

*Vide* Revised Statutes, 1888, sec. 2674.

This law has been in operation since 1875 in its present form, except as to the appeal, that was added in 1885.

No constitutional objection ever appeared to this law.

Cities in their charters are required to alter all highways in their limits at their own expense. The damages and benefits to persons whose lands are taken, are required to be assessed by persons chosen for that purpose. An appeal is allowed, but it must be taken to a judge of the Superior Court, who may appoint three disinterested freeholders to re-assess the damages and benefits reported to him.

There is no trial by jury here, and this has been permitted for a great many years without complaint.

Another example is furnished in the statute which provides for taking land for railroad purposes by proceedings *in invitum*.

*Vide* Rev. Stat., 1888, Sec. 3464.

It has been upon our statute books since 1849, without question as to its constitutionality upon either of the points here claimed.



Two cases under this Act have gone to the Supreme Court of Errors.

Bradley *vs.* N. Y., N. H. & H. R. R. Co., 21 Conn., 294.

decided in 1851.

In that case it was claimed that the act was unconstitutional, because it was taking property for private uses.

The other case is

Inlay *vs.* Union Branch R. R. Co., 26 Conn., 250.

No constitutional question whatever was raised.

We have another statute that authorizes the Railroad Commissioners to direct flagmen, gates, or electric signals, maintained at grade crossings, and to put a part, not to exceed half of the expense, on the town, city, or borough.

An appeal is allowed to Superior Court, to be heard by it or a committee.

Rev. Stat., 1888, Sec. 3424, 3425, 3518.

No question ever raised as to its unconstitutionality.

Then we have the Flowage Act which has been the law of this State since 1864.

Rev. Stat. Sec. 1216, 1217, 1218, 1219.

Two cases have been before this court under that law.

Olmstead *vs.* Camp, 33 Conn., 550.

Todd *vs.* Austin, 34 Conn., 84.

It was claimed to be unconstitutional, as taking property for other than public uses.

No other constitutional question was raised.

This court sustained the act.

We find another example in the power and authority given to Harbor Commissioners by the act of 1872.

This act was held to be constitutional.

State *vs.* Sargent, 45 Conn., 358.

Again the act of 1883, Sec. 3481, Rev. Stat., 1888, which provides that all new highways crossing railroads shall pass over or under, as the Railroad Commissioners may direct, and the expense be put in equal parts on the railroad company and the town, city, or borough.

This law has been sustained by this court in

R. R. Co. *vs.* City of Waterbury, 55 Conn., 19.

Both of the sections, 3483 and 3489, involved in this controversy have been already considered by this court in *Suffield vs. R. R. Co.*, 53 Conn., 367.

None of these constitutional questions were hinted at in that case, and this court sustained the acts.

The fact that these various acts, which we have called attention to, have never in all the years of their existence and enforcement, been called in question for the constitutional reasons here urged, should have great influence in the determination of the claims here made.

In *Weed's Appeal*, 35 Conn., 454, this court said, "We do not propose to go into any constitutional argument in support of the law, for the statute is an ancient one, and has never before been called in question to our knowledge."

"If it is unconstitutional, it is strange, indeed, that it has not been discovered, considering the large number of appeals from Probate that have been constantly tried in all the Superior Courts of the State ever since the act was passed."

#### *Fourth.*

In a general way, running through three or four reasons of appeal, the appellants have claimed that there was no authority in the attorney who brought the applications. This claim is negatived by the finding of Judge Park, that the applications were duly brought upon authority conferred by the president of the company, acting under instructions from the directors. This was not a question of law, but one of fact. It would be absurd to require more specific or careful instructions to be given to the attorney of a corporation or its directors to commence proceedings in their names. The language of the statute under which these applications are brought, requires that it shall be done in the name of the directors as such. That happens to be the somewhat technical language of the statute. To all intents and purposes, it is the action of the company. It is brought for the company, practically in its name, and for the benefit of the general public and the company. It is found that the president of the company and the chairman of the Board of Directors specially instructed the attorney to bring each of these particular applications. To require that each of the directors should have signed his name to the ap-

plication, or that each of the directors should go in person to the attorney, authorizing him to sign the application, or to require the directors to separately vote in relation to each particular act which should be done by the executive officers of a railroad company, would be putting an extraordinary and unnecessary burden upon the directors of corporations, which would prevent most men from holding such offices. A common-sense way of doing the every-day business of common-sense men, is all that is required of corporations in the conduct of their own business. That is just what has been done in this case. It is not in the mouth of the defendant against whom a complaint or an application is brought to ask that the rule of common-sense should be violated, and that absurd and inconvenient rules should be established to regulate the action of the plaintiff who institutes the proceedings. The important thing is, that the applications on their face purported to be the applications of the directors of the proper company.

Respectfully submitted,

S. A. ROBINSON,

LYNDE HARRISON,

*Counsel.*



LEONARD BAILEY *vs.* THE HARTFORD & CONNECTICUT VALLEY RAIL-  
ROAD COMPANY.

Hartford Dist., May T., 1888. PARK, C. J., CARPENTER, LOOMIS,  
BEARDSLEY, and ANDREWS, Js.

The duty of the managers of railroad trains in approaching a grade crossing is primarily and in the highest degree to their passengers and to travelers passing at the crossing. They are under no circumstances required to exercise more than ordinary care towards persons traveling along the highway near the railroad.

A train was approaching a grade crossing in the evening, when it was dark and rainy. A highway passed under an intervening bridge, and ran for a long distance parallel with, and very near to the railroad. The plaintiff, who was driving a horse of ordinary gentleness on the highway, and was approaching the bridge from the other side, stopped when near the bridge, and listened for the train which he knew would be passing about that time, but hearing no sound drove under the bridge, and along the parallel highway. He had gone but a few rods when the whistle of the locomotive was blown a few rods back of the bridge, and continued to be blown as the train passed him. His horse was frightened by the whistle and ran, and he was thrown out and injured. Held that the engineer was not in fault for not using more than ordinary caution in the circumstances, to avoid frightening the horses of travelers on the highway.

The statute (Gen. Statutes, § 3554) requires that the steam whistle be blown, or the bell rung all the way after a train is within eighty rods of a grade crossing. Held that the engineer was not in fault for blowing the whistle, when the ringing of the bell would not have frightened horses on the highway, that being a more effective method of warning persons near the grade crossing, of the approach of the train.

And held that no liability of the railroad company to the plaintiff, could grow out of the fact that the engineer did not begin to blow his whistle so far back as the law required, and that the plaintiff, if it had been so blown, would have been warned of the approach of the train in season, to have waited in a safe place for it to pass.

[Argued May 3d — decided July 7th, 1888.]

Action for an injury through the negligence of the defendant in the management of a train of cars upon its road ; brought to

the Superior Court in Middlesex County. The defendant demurred to the complaint, the demurrer was overruled, and the case heard in damages by *Phelps, J.* The following facts were found by the court.

The defendant company on the 18th day of February, 1887, owned and operated a railroad running from Hartford to Saybrook, on Long Island Sound, and passing through Middletown. At a little before six o'clock in the evening of that day, the plaintiff, in the exercise of reasonable care, and in the pursuit of his lawful business, was driving his horse, of ordinary gentleness, attached to a covered buggy, upon a highway in the town of Middletown, which for the distance of three-fourths of a mile, runs parallel to the defendant's railroad track, and near to it, and for a considerable part of the way between the railroad track and Connecticut River, and near to the latter.

The injury to the plaintiff occurred while he was driving upon this parallel portion of the highway, at a point where the railroad track was within about thirty feet of the highway, and about seventy-five feet from the river, and the highway lay between the two.

The plaintiff is a practicing physician, and at the time of the accident was returning from a visit to a patient, who resided on a highway which led from the west into this parallel highway, which it reached by passing under the railroad track, at an over-grade crossing, on an iron trestle or bridge, and then immediately turning northwardly into the parallel highway. His course after coming from the west, under the railroad track, into the parallel highway, was in a northerly direction, toward the city of Middletown, along the parallel highway. The defendant's train was coming from the south. About forty rods northerly from the bridge, is a grade-crossing in the line of the parallel highway, and about five and a half rods southerly, from the bridge, is the whistling post for the grade-crossing. As the plaintiff approached the bridge from the west, and when about 100 feet therefrom, knowing it was nearly time for the defendant's train to be due, he stopped his horse about thirty seconds, and listened for the sounds and signals of the train, and did not hear them. He drove slowly, walking his horse, until he reached the west abutment of the bridge, when he again stopped and listened, and heard nothing. He then drove under the bridge, and immediately after he had

reached the parallel highway, and was going northerly toward the grade-crossing, which he intended to cross, and when about thirty-five rods therefrom, he heard the clicking of the rails, produced by an approaching train, and saw the flash of the locomotive headlight, and instantly afterward heard the whistle for the grade-crossing. When the whistle was blown, the plaintiff was not more than ten or twelve rods from the whistling post, and before it ceased, the train had passed him, on an embankment ten feet high and about thirty feet distant.

The plaintiff's horse was frightened by the sound of the whistle, and became unmanageable, and ran and threw him from his carriage, and severely injured him. The train was being run at the rate of thirty or thirty-five miles an hour, and the evening was rainy and dark, and the wind light and from the northwest. Immediately below the whistling post is a sharp curve in the track, and on the westerly side of it, a steep bluff, from sixty to seventy-five feet high, which somewhat, and in certain conditions of the atmosphere and wind, considerably tends to obstruct and interrupt the passage of the sound of trains coming from the south, but it did not appear on the night in question that the signals required by law could not have been heard at the grade crossing, if they had been given eighty rods below ; and northerly from the whistling post, and between it and the grade crossing, is another curve in the track, and another bluff, but the curve is not so sharp, or the bluff so high as those below, but they cut off the view of the whistling post from the grade crossing.

No whistle was blown eighty rods southerly from the grade-crossing, nor any signal given until the train reached the whistling post. At the rate the train was being run, the distance in time between the whistling post and the grade crossing, was only fifteen seconds. The engineer was watching the track, and looking out for the grade-crossing, and did not see the plaintiff. His attention was directed to the track alone, and he was not looking to see if any one was traveling on the highway near it. He blew the whistle at the post for the grade-crossing above, because he supposed he had no discretion in the matter, and that it was his duty to do so, regardless of consequences. The locomotive bell was rung, after the whistle ceased, until the grade-crossing was reached. The whistling post had been where it now is about twenty years, and no complaint had been made of its location, and no accident



had before happened by the whistle having been blown there. The reason assigned by the defendant for its having been placed and kept at that point, was the existence of the curves and bluffs before mentioned, and the belief by it that a signal given there was more effective and reliable, and more liable to be heard at the grade-crossing, than if located eighty rods away.

The whole distance which the highway runs parallel to the railroad, is made dangerous to travelers, by the proximity of the railroad, and that part of it at and near the intersection with it of the highway coming from the west, which is about midway of it, and is the point where the accident happened to the plaintiff, is especially so, particularly in the evening when it is dark and stormy, and at such a time, requires of the managers of railroad trains more than ordinary caution and care, that persons traveling with teams on the highway do not have their horses unnecessarily frightened, and themselves injured in consequence.

The court found the defendant guilty of negligence in giving no signal of the approach of its train, eighty rods from the grade-crossing, and in first giving notice by whistling at the post ; and that reasonable care by the defendant, under the circumstances, required it to have given a signal by whistle or otherwise, eighty rods from the crossing, and to have occasionally rung its bell, and not blown its whistle along the line of the parallel highway, until the crossing was reached.

Upon these facts the court assessed the damages at two thousand dollars, and rendered judgment for the plaintiff for that sum and costs. The defendant appealed.

*H. C. Robinson and S. A. Robinson, for the appellant.*

We submit that the defendant owed no statutory duty to the plaintiff, and was guilty of no negligence under the statute. The statute reads as follows : " Every person controlling the motions of an engine upon any railroad, shall commence sounding the bell or steam whistle attached to such engine, when such engine shall be approaching, and within eighty rods of the place where said railroad crosses any highway at grade, and keep such bell or whistle occasionally sounding until such engine has crossed such highway." Gen. Statutes, § 3554. The manifest purpose of this statute is to warn travelers at grade crossings to make due haste and cross over, and avoid a collision, or if they are approaching

the crossing, to warn them to stop, and hold back their teams at a distance far enough away from the train to insure safety from collision, and to insure against an accident from fright of horses at the crossing. It relates to no other class of travelers upon the highways, whether parallel to the railroad, or highways under or over railroads. We say that we owed the plaintiff no duty whatever to whistle earlier than we did ; he was not at or near the crossing, and is not claimed to have been nearer than about one eighth of a mile ; he was not about to cross it, and he was not near to it with the intention of crossing it. Our duty to whistle at the eighty rod limit, if one existed, was a duty we owed to persons in danger of risking their lives at a grade crossing and not to persons on a parallel highway, who were in no danger of risking their lives or property at the crossing. This is not, however, any longer an undecided question in this country. The decisions sustaining our view are very numerous. *Harty v. Central R. R. Co.*, 42 N. York, 468. The liability in this case was claimed from neglect to comply with a New Jersey statute similar to ours. The law of that State required the signal for a grade crossing to be blown at least three hundred yards from the crossing. Ours requires it to be sounded within eighty rods of it. The court in its opinion makes use of the following language : "The sole object of the law as it seems to me was to protect persons traveling upon a highway *at or near* the crossing. In the language of Judge Allen in *People v. N. York Central R. R. Co.*, 25 Barb., 199, in reference to a similar law of this State, the hazards to be provided against are two-fold ; first, danger of actual collision at the crossing ; second, that of damage by frightening of teams traveling upon the public highway near the crossing. Railroads were not required by this law to ring the bell nor sound the whistle when the highway passed along the railroad, nor when it passed at an elevation over it or under it, nor were they required to take these precautions for the protection of persons walking along upon the railroad." To the same effect and in very strong language is the case of *O'Donnell v. Providence & Worcester R. R. Co.*, 6 R. Isl., 211. The court says in this case "that in order to a recovery it is not sufficient that some duty or obligation should have been neglected by the defendants, but it must have been a neglect of some duty or obligation to him who claims damages for the neglect." Comyns in his Digest, *Actions upon Statutes, F*, confines "the remedy to such



things as are enacted for the benefit of the person suing." See also *Ricketts v. East & West India Dock & Railway Co.*, 12 Com. Bench, 160 ; *East Tennessee R. R. Co., v. Feathers*, 10 Lea (Tenn.), 103 ; *Randall v. B. & O. R. R. Co.*, 109 U. S., 478 ; *Holmes v. Central R. R. Co.*, 37 Geo., 593 ; *Ellwood v. N. Y. Central R. R. Co.*, 4 Hun, 808 ; *Bell v. Hannibal & St. Jos. R. R. Co.*, 72 Misso., 58 ; *Rine v. Chicago & Alton R. R. Co.*, 88 id., 392. Wilson, C. J., in *Rosenberger v. Grand Trunk R. R. Co.*, 32 U. Canada, Com. Pleas, 356, makes this inquiry as to the Bell and Whistle Act, and the purpose of it :—"What is the object of this enactment ? What is it the ringing of the bell or sounding of the whistle is required for by the statute ? Is it to warn all persons traveling on the highway of the approach of the train ? or is it intended to warn those persons only who are upon the highway and are about to use it by crossing the railway track ?" The court says it is only the latter class that it is intended for. See also Pierce on Railroads, 348, 350 ; Rover on Railroads, 704 ; *Hill v. Portland & Rochester R. R. Co.*, 55 Maine, 438, 441 ; *Whitney v. Maine Central R. R. Co.*, 69 id., 210 ; *Norton v. Eastern R. R. Co.*, 113 Mass., 366 ; *Preston v. Eastern R. R. Co.*, id., 370 ; *Favor v. Boston & Lowell R. R. Co.*, 114 id., 350 ; *Pollock v. Eastern R. R. Co.*, 124 id., 158 ; *Lamb v. Old Colony R. R. Co.*, 140 id., 79.

S. L. Warner and M. E. Culver, for the appellee.

The demurrer admits that the defendant's whistle was negligently sounded and that it was unnecessary at the time and place in the manner complained of. It places these allegations and facts beyond contention. In *Havens v. Hartford & New Haven R. R. Co.*, 28 Conn., 69, the demurrer was held to admit some negligence. In *Lamphear v. Buckingham*, 33 Conn., 237, the demurrer was held to conclusively admit negligence and injury, though the finding presented no negligence in fact. And if it is necessary to support this action the court must hold here that the acts causing the injury, were, as alleged, "*negligent, unnecessary, and wanton.*"

The sole question then left for consideration on the pleading is this :—Can the acts charged and admitted by the pleadings, supplemented by those found by the court, claimed and found to be negligence in fact resulting in injury, be held in law an insufficient legal basis for a recovery of the actual damages suffered by the plaintiff ? We insist that the defendant's contention here must



remain restricted, 1st, to the abstract proposition of law that it is possible to place a rational being in the control of dangerous material forces dependent upon his will or volition in their use, capable of fatal injury to his fellow men, in such a position that for their negligent use resulting in injury no legal responsibility can result ; or, 2d, that in the case in question under no combination of circumstances was it possible for the defendant to run its train on the over-grade crossing at an elevation of four feet above the horse's head, and a distance of thirty feet from travelers on the highway, in such way as to raise any duty of care, either to give signals of danger or to refrain from unnecessarily sounding the whistle, thereby producing an actionable injury ; or, in other words, being on that over-grade crossing, the law hedges them in against any claim of damages for negligence in fact in the use of powers and forces under their control, such as the complaint sets forth.

The statute relating to grade-crossings does not impose a duty touching grade-crossings alone. The action is not on the statute. We may leave out of the case every duty imposed by it and yet the acts charged may be in the highest degree culpable. *Grippen v. New York Central R. R. Co.*, 40 New York, 34, 42. The doctrine is now established that "whenever one person is by circumstances placed in such a position with regard to another, that every one of ordinary sense who did think, would at once recognize that if he did not use ordinary care and skill in his own conduct with regard to those circumstances he would cause danger or injury to the person or property of the other, a duty arises to use ordinary care and skill to avoid such danger." *Heaven v. Pender*, 11 Q. B. Div., 503, 508. The duty to sound the whistle was subordinated to a higher law, that which protects the lives and limbs of the public. They had a duty to run their trains, but that cannot be held to justify their negligent injury to persons. Under all circumstances, the exercise of charter powers, duties, and franchises is inexcusable at any place and in any time if such exercise will result in the peril of the life or limb of persons exercising reasonable care. "Powers given by statute," observes Watson B., "are not to be used to the peril of the lives or limbs of the Queen's subjects." *Manley v. St. Helena Canal & Railway Co.*, 2 Hurlst. & N., 852 ; Addison on Torts, § 1041. A general duty to do a particular act at some time must not be confounded with an obligation to do it at

any time, at all times, under all circumstances, and regardless of consequences. The distinction is absolute between cases where the legislature has directed that the thing shall "at all events be done," and where "a discretionary power is conferred, with choice of times and places." The rule is that where a discretion is given it must be exercised with regard to the common rights of others. Pollock on Torts, 112; *Metropolitan Asylum District v. Hill*, L. R., 6 App. Cas., 193. In all suits for negligence, to excuse a negligent act resulting in injury, the corporate defendant must show that the legislature contemplated the necessary exercise of the power and duty upon which the exemption of liability is claimed, at the time, in the manner, to the extent, and under the circumstances complained of. But the proposition must be modified, if indeed it can be called such, that charter or statutory powers must be exercised with judgment and caution — that the thing must not be carelessly and negligently done, and that unnecessary injury must not be inflicted. Addison on Torts, § 1040; *Radcliff's Exrs. v. City of Brooklyn*, 4 New York, 195; *Ballinger v. New York Central R. R. Co.*, 23 id., 42; *London & N. W. Railway Co. v. Bradley*, 3 Macn. & G., 341; *Attorney Gen. v. Colney Hatch Lunatic Asylum*, L. R., 4 Cha. App., 146; *Mersey Dock Trustees v. Gibbs*, L. R., 1 H. L., 93, 112. "If a railroad company do not conform to the city ordinances providing certain safeguards in the use of its engines, it is not in the lawful pursuit of its business, and is responsible for any injury which it may occasion, if the party injured be not in fault." *Baltimore & Ohio R. R. Co. v. The State*, 29 Maryl., 252.

But the statute imposes a duty to commence sounding the whistle or ringing the bell eighty rods below the grade-crossing. We contend that where a statute is passed imposing a duty to prevent *the kind of injury complained of*, and that duty is found to have been neglected, and a disregard of such duty would have been likely to cause harm of the kind complained of in all such cases, the disregard of such duty becomes an important fact in fixing the measure of duty imposed in the particular case and in determining the question of common law negligence in connection with all other facts of the case. Pollock on Torts, 169, 170; *Blamires v. Lancashire & Yorkshire R. Co.*, L. R., 8 Exch., 283; *Gorris v. Scott*, 9 id., 125. The statute imposed the duty, and the



plaintiff had a right to calculate on its due performance and act upon the presumption that it would be performed. Smith on Negligence, 126 ; *N. Eastern Railway Co. v. Wanless*, L. R., 7 H. L., 12 ; *Kennayde v. Pacific R. R. Co.*, 45 Misso., 255 ; *Tabor v. Missouri Valley R. R. Co.*, 46 id., 353 ; *Wright v. Malden & Melrose R. R. Co.*, 4 Allen, 283 ; *Lane v. Atlantic Works*, 111 Mass., 136 ; *Hyde Park v. Gay*, 120 id., 589.

The claim of the defendant that the statute imposes no duty in favor of any one except at the grade-crossing, is without foundation of principle or authority, as applicable to the facts of this case. Here common law negligence is charged and found. But the duty applies to the whole eighty rods. The statute provides damages for a neglect of it. Gen. Statutes, § 3554. All cases hold that where a specific duty is imposed its neglect gives the injured party a remedy. 2 Inst., 486 ; Com. Digest, Action on Statutes, F. ; Addison on Torts, § 58 ; *Couch v. Steel*, 3 Ellis & B., 402 ; *Cook v. New York Floating Dock Co.*, 1 Hilton, 436. In *People v. New York Central R. R. Co.*, 25 Barb., 199, it is held that the danger to be provided against is twofold — collision at crossings and frightening horses on the highway. See also *Ransom v. Chicago, St. Paul, etc., R. R. Co.*, 62 Wis., 178 ; *Wakefield v. Conn. & Passumpsit River R. R. Co.*, 37 Verm., 330. In *Pennsylvania R. R. Co. v. Barnett*, 59 Penn. St., 259, it is held on similar facts that “ it is no justification that the act was done in the exercise of a lawful act, if the jury arose from doing it negligently. If danger might be apprehended then they must give some notice that it might be avoided.” In *Lamb v. Old Colony R. R. Co.*, 140 Mass., 79, relied upon by the defendant, it is held that “ the act of firing, like that of sounding the whistle and blowing off steam, is one necessarily incident to running the train, *not continuous, but occasional, and so to some extent capable of being regulated in its use*, and it may be negligent to do it in places where there are persons who may be endangered by it and where its use can be avoided, as at stations and highway crossings and at short portions of the railroad near the highway.” Thus this case concedes our position.

We also contend that every one who lawfully interferes with a highway so as to render it dangerous, is bound to guard against such danger, and their failure is actionable negligence. Smith on Negligence, 61 ; *Cleveland v. Spier*, 16 Com. Bench, N. S., 399 ; *Whiteley v. Pepper*, 2 Q. B. Div., 276. The place was one of more



than ordinary danger ; more than ordinary care was therefore demanded. The claim will not avail that notwithstanding they did not signal at eighty rods, it was their duty to whistle at the point in question. As we have said in another place, they had no right to select the most dangerous spot in the whole distance and whistle there. They could have rung their bell, and the court have so found. The statute gives them a discretion to use either signal. They had no right to select the most dangerous one. They say that if they had not whistled they might have killed some one on the grade-crossing. The answer to this is, that because they saw fit to neglect to whistle further away, when they might have done so and the warning have been heard, they cannot offer as an excuse for injuring us, whom they might have seen if they had looked, that they were trying to avoid injuring some one that possibly might be near the crossing whom they could not see. The circumstances demanded that the defendants should have slackened their speed. In the case of *Continental Improvement Co. v. Stead*, 95 U. S. R., 161, the court says : — “The speed of a train at a crossing should not be so great as to render unavailing the warning of its whistle and bell ; and this caution is especially applicable when their sound is obstructed by winds and other noises, and where intervening objects prevent those who are approaching the railroad from seeing a coming train. In such cases, if an unslackened speed is desirable, watchmen should be stationed at the crossing. We think the judge below was perfectly right, therefore, in holding that the obligations, rights, and duties of railroads and travelers upon intersecting highways are mutual and reciprocal, and that no greater degree of care is required of one than of the other.”

ANDREWS, J. A highway runs parallel with and near to the defendant's railroad track for about three-fourths of a mile at a part of its road two or three miles south of the city of Middletown. A passenger train moving northerly at the rate of thirty or thirty-five miles an hour along that part of the railroad, sounded its whistle as a signal of its approach to a grade-crossing.

The whistle was sounded in a reasonable manner, and at the regular whistling post about forty-five rods south of the grade-crossing. The whistling post had been at the same place for twenty years. Southerly from the post there was a sharp curve in the road, and on its westerly side a high bluff from sixty to

seventy-five feet high. The post was set up and kept at that place for the reason, assigned by the defendant, that because of the curve and the bluff a signal given there was more effective and reliable and more likely to be heard at the grade-crossing than if given eighty rods away. The train did not whistle at the point eighty rods from the crossing.

The plaintiff was traveling on the parallel highway going north, and was at a point about thirty-five rods south of the grade-crossing when the whistle sounded. He had a horse of ordinary gentleness and was driving with ordinary care. His horse was frightened by the whistle, ran, and threw him out on the ground, and he received the injuries thereby which are complained of in this action. It was in the evening and it was dark and raining. The engineer of the train was watching the track and looking out for the grade crossing, and he did not see the plaintiff. His attention was directed to the track alone and he was not looking to see if any one was traveling on the highway.

The Superior Court found "that the whole distance which the highway runs parallel to the railroad is made dangerous to travelers by the proximity of the railroad to it, and that part of it where the accident happened is especially so, particularly in the evening when it is dark and stormy ; and at such a time requires of the managers of railroad trains more than ordinary caution and care that persons traveling with teams on the highway do not have their horses unnecessarily frightened and themselves injured in consequence."

Having laid down this as the rule of duty incumbent upon the defendant at that time and place, that court found the defendant "guilty of negligence in giving no signal of the approach of its train eighty rods from the grade-crossing and in fact giving notice by whistling at the post ; and that reasonable care by the defendant under the circumstances required it to have given a signal by whistle or otherwise eighty rods from the crossing, and to have occasionally rung its bell and not blown its whistle along the line of the parallel highway until the crossing was reached." And thereupon the court rendered judgment in favor of the plaintiff or substantial damages. The defendant has appealed to this court.

The law requires of the managers of railroad trains the utmost possible care for the safety of their own passengers. A section of



the statutes directs with particularity what the engineer of a train must do when approaching a grade-crossing. These are duties of the very highest nature. The duty which such managers are under to persons traveling with teams on a highway is a limited one at the most, and one that should never be permitted to interfere in the slightest degree with the higher duty they owe to their own passengers and to persons upon grade-crossings. Under no circumstances are they required to exercise more than ordinary caution and care towards persons traveling on a highway. And in so deciding the Superior Court required of the defendant that which the law does not require.

A highway cannot be laid out within three hundred feet of a railroad except upon the approval of a judge of the Superior Court. A railroad cannot be located except upon the approval of the Railroad Commissioners. When a railroad is located near to a highway and the location is approved by the Railroad Commissioners, or when a highway is laid out within the prohibited distance of a railroad and the lay-out has been approved by a judge, such approval in either case implies an adjudication upon the question of danger to travelers on the highway by reason of trains on the railroads. After having such an approval of its location a railroad company has authority to operate its road in the usual and ordinary way, including the right to make all the noises incident to the working of its engines and cars, and also the right to give the usual and proper signals of danger as by the sounding of whistles or the ringing of bells. And while exercising such rights in a reasonable manner the railroad company is not liable for injuries occasioned by horses, when being driven on a highway, taking fright at such noises.

The whistle which frightened the plaintiff's horse was a signal that the train was approaching a grade-crossing. There was no claim but that the whistle was sounded properly for that purpose. The statute (Gen. Statutes, § 3554) directs that the engineer of every train shall within eighty rods of any grade-crossing sound the whistle or ring the bell. This is required that all persons who are about to cross the track at the grade crossing may have notice that the train is coming. Obviously, such notice should be given at such place and by such means as will be the most likely to accomplish the object which the statute has in view. That the whistle is a more effective means of warning than the bell is estab-



lished by common knowledge as well as by an almost universal usage. So uniform, indeed, is this usage, that an omission to sound the whistle, except at a place where the Railroad Commissioners had authorized the whistle to be omitted, even if the bell was rung, would undoubtedly be regarded as negligence. If by reason of curves in the railroad, or by reason of high bluffs on either side, the signal when given at a distance of eighty rods from the crossing is not likely to be heard by persons near the crossing, but when given at a distance of forty-five rods is certain to be heard by such persons, then by every rule of good sense the signal, if to be given but once, should be given at the latter distance and not at the former. To argue the other way is a plain "sticking in the bark." The finding upon this part of the case is as follows:—"Immediately below the whistling post is a sharp curve in the track, and on the westerly side of it a steep bluff from sixty to seventy-five feet high, which somewhat, and in certain conditions of the atmosphere considerably, tends to obstruct and interrupt the passage of the sound of trains coming from the south." Taken in connection with the successful use for twenty years by the defendant of the forty-five rods distance, this makes a very strong affirmative case that the signal when given there is much more likely to be heard at the grade-crossing than when given at the eighty rods distance. The finding continues:—"But it did not appear on the night in question that the signals required by law could not have been heard at the grade-crossing if they had been given at eighty rods below." It is sufficient just here to say that this may be no more than a statement that there was an absence of evidence on the point. We will recur to it further on.

The defendant's engineer gave a signal required by law. He gave it in a proper manner, by the most efficient means, and so far as appears at the place where it would have the most effect. To call such an act, when done in such a manner, negligent, seems a misapplication of terms. It was claimed upon the argument by the defendant's counsel, and apparently with confidence, that had the engineer omitted to give this very signal he would have exposed himself to a criminal prosecution and to a fine of not less than ten dollars. Gen. Statutes, §§ 3554, 3557, and 3607. This is a view of the case which we have not found it necessary to consider.

Negligence has been defined by this court to be a failure to per-

form some act required by law, or doing the act in an improper manner. It is certain that the act of the engineer does not come within this definition.

The recent case of *Lamb vs. Old Colony R. R. Co.*, 140 Mass., 79, was as follows : — The plaintiff was driving his horse along a highway parallel to and adjoining the defendant's railroad, his horse was frightened by the smoke from the engine of a passing train, and the plaintiff was injured in consequence. The smoke which frightened the horse was occasioned by "firing up" the engine — that is, mending the fire, or adding fuel to it, the ordinary effect of which is to cause the emission for a short time of very black, dense smoke from the smoke-stack. The contention of the plaintiff was that it was practicable to run the train for the whole distance where the railroad adjoined the highway without firing up, and that the act of firing up on the stretch of railroad adjoining the highway was unnecessary for the ordinary running of the train, and exposed travelers to an unnecessary danger. There was no evidence in the case that the persons managing the train knew that the plaintiff was on the highway, but there was evidence that they would have seen him if they had been on the lookout for travelers on that part of the highway; and the plaintiff on this part of the case contended that the defendant was negligent in not observing him and avoiding firing up when it would endanger him. Upon these facts and claims the court said: — "The lawfulness of the act cannot depend upon whether a traveler happens to be at such a distance from the engine that he will not be endangered by the smoke caused by it, or in such a position that he cannot be seen by the fireman or engineer. If it is their duty to see one traveler outside the location of the railroad it is their duty to see how many travelers there are and to observe the position, direction, and speed of each, the speed of the engine, the state of the atmosphere, the direction and force of the wind, the character of the coal used, and other circumstances which may determine whether all travelers are and will continue to be, until the smoke is dissipated, in such a position that their horses will not be affrighted by it. Being under no obligation to watch for travelers the defendant could not have been guilty of negligence in not seeing and avoiding the plaintiff."

We come back now to the language of the finding before quoted that — "it did not appear on the night in question that the signals

required by law could not have been heard at the grade-crossing if they had been given eighty rods below." The judgment rendered makes it probable that the court regarded this as equivalent to a positive finding that on the night in question the signals required by law could have been heard at the grade-crossing if they had been given eighty rods below; and that consequently the engineer was negligent on that night in not sounding the whistle at that distance from the crossing. If this is correct, then upon some other occasion when the conditions were such that the signals required by law could not be heard at the grade-crossing if given eighty rods below, the engineer would be negligent if he should give them at that distance and omit to give them at the whistling post. And thus the duty of the engineer to give or not to give the signals required by law at the whistling post would be made to depend upon the direction and force of the wind, the degree of moisture in the air, the electrical condition of the atmosphere, or some one or all of the circumstances which affect the transmission of sound. These are conditions many and perhaps all of which are liable to change almost every moment, and which it would be wholly impracticable for the engineer of a railroad train to ascertain beforehand. Indeed, it is very questionable whether there is any human knowledge by which these conditions and changes can be predicted with any such certainty as to make them available in the management of railroad trains. It would be clearly unjust to hold an engineer to be guilty of negligence for being ignorant of those things which the highest skill has hitherto failed to discover.

There is error in the judgment of the court below.

In this opinion the other judges concurred.



VOTES AND ORDERS PASSED BY THE SPECIAL COMMISSION ON THE ASYLUM STREET IMPROVEMENT, HARTFORD.

FRIDAY, March 11, 1887.

*Voted*, That the vote passed June 23, 1885, adopting the general features of the "Bunce" or "West Side" plan, and the vote passed October 22, 1885, approving and adopting the plan marked "Approved Plan A," and all other votes and orders heretofore made and passed in accordance therewith, and confirming, approving, renewing, and re-enacting the same, be and they are hereby rescinded.

*Voted*, That the attorneys of this Commission, Messrs. Robinson and Prentice, be and they are hereby instructed to suspend proceedings for the condemnation of land or other property under any plans or orders heretofore adopted.

*Voted*, That the New York, New Haven & Hartford Railroad Company, and the New York & New England Railroad Company are hereby ordered to carry their tracks over Asylum Street, leaving a clear space between said structure and said street of not less than 16 feet, in general accordance with the plan and drawings submitted to this Commission February 4, 1887, marked "Proposed station at Hartford, Conn., February 15, 1887"—and for this purpose the city of Hartford is hereby directed to lower the grade of said street under said tracks 2 feet; and in case of disagreement between said parties details of construction to be hereafter determined by this Commission.

The entire work to be completed on or before the 31st day of December, 1887.

THURSDAY, June 30, 1887.

*Voted*, That the Chairman of the Commission be authorized to make drafts for payments for work performed, upon satisfactory vouchers presented to him.

*Voted*, That orders for payments be drawn in the proportion of one-half on the city, and one-quarter on each railroad company till the final adjustment of the accounts is made.

*Voted*, That the chairman be and hereby is, authorized to select and appoint an engineer to the Commission to inspect the work performed under the orders of the Commission, and audit and adjust all bills for the same.

*Voted*, That Messrs. Robinson and Prentice, in behalf of the Commission, be authorized to agree upon terms with landowners for damages to land caused by the change of grade at Walnut Street.

THURSDAY, August 4, 1887.

*Voted*, 1. The taking down of the old depot to be regarded as a portion of the common cost of elevating the tracks.

2. The opening at Church Street to be in accordance with the plan adopted on March 11, 1887, being a 16 foot arch, except that the north line of the archway shall be in continuation of the north line of Church Street east of the tracks.

3. The east wall, south of Asylum Street, to be finished in the same style as the abutment now being erected, and as a part of the common expense of elevating the tracks.

4. The walls to be finished on top with coping stone and iron fence.

5. The bridge across Asylum Street to be filled between the girders with concrete arches in accordance with a plan marked "A," August 4, 1887, G. M. W."

*Voted*, That the south face of the north abutment be located on the north building line of Asylum Street, as adopted by the city ; and that the location of the south abutment is hereby approved as now built.

*Voted*, That the bills of Henry C. Robinson and Samuel O. Prentice as this day presented be paid.

THURSDAY, August 11, 1887.

*Voted*, That the counsel for the Commission, Messrs. H. C. Robinson and S. O. Prentice, be and they are hereby instructed in the name and on behalf of this Commission to apply forthwith for the dissolution of the injunction issued by Judge Carpenter on the 9th commanding and enjoining the New York, New Haven & Hartford, and New York & New England railroad companies "from placing any further encroachments or obstructions in or upon said Church Street, and from erecting said arch therein or thereon, and from in any manner reducing the width of said Church Street."

TUESDAY, August 30, 1887.

*Whereas*, Claim has been made that there is a highway in continuation of Church Street, crossing the tracks of both the New York, New Haven & Hartford and New York & New England Railroad companies, and extending to Spruce street, and

*Whereas*, Other claims are made that there is not and has never been a highway at the points indicated ; and

*Whereas*, All parties agree that future public necessity may require a highway at that place, whether now exists or not, and

*Whereas*, It is understood and agreed that the status of said claimed highway at the beginning of the improvement as respects its condition for public travel may be restored by the parties, and

*Whereas*, It is further understood and agreed that neither this order nor anything done in pursuance of it shall in any way hereafter prejudice the claims or rights of any parties in or to said claimed highway, therefore

*Ordered*, That in place of the 16-foot arch heretofore ordered at Church Street there be erected a bridge, commencing at the line established as the north boundary of the arch and extending south 40 feet, with supporting columns, either in the center or at other points, as may be hereafter approved, so as to reduce the depth of the girders under the bridge as much as may be done with safety, leaving 12 feet in the clear above present grade of said claimed Church Street, detailed plans to be hereafter approved by the Board.

TUESDAY, January 10, 1888.

*Voted*, That the plan heretofore adopted for the support of the tracks between Asylum Street and Church Street be and the same is hereby amended so as to authorize the support of said tracks on abutments and columns as shown on the plans filed in this office, marked "Hartford Depot, January 9, 1888," the expenses of the same in excess of the estimated expense of the former plan, as agreed upon by the railroad companies and the city engineer, and this day filed, to be paid wholly by the railroad companies.

THURSDAY, October 25, 1888.

*Ordered*, That the city of Hartford carry Walnut Street, so-called, over the tracks of the New York, New Haven & Hartford Railroad Company, and of the New York & New England Rail-



road Company, at their new elevation, in the following manner and according to the following grades and elevations.

Commencing at a point four hundred and ninety (490) feet west of High Street, at elevation 45, city standard, the present grade of Walnut Street; thence westerly on a true grade eighty-five (85) feet to elevation 46.5; thence westerly on a level grade ninety (90) feet to elevation 46.5, and thence westerly on a true grade fifty (50) feet to elevation 44.5, the present grade of Walnut Street.

Also that said city make such changes in the grade of Huntley Place as may be required to make it conform to the new grade of Walnut Street, and do all such work as may be necessary to carry into effect said change of grade.

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STATE OF CONNECTICUT.

OFFICE OF THE ASYLUM STREET BRIDGE COMMISSIONERS,

HARTFORD, DEC. 20, 1888.

*In the matter of the abolition of the grade crossing at Asylum Street,  
Hartford.*

The bridges and the approaches thereto for the purpose of carrying the tracks of the New York, New Haven & Hartford railroad and the New York & New England railroad over Asylum Street in the city of Hartford, having been nearly completed in general accordance with the plans and orders heretofore adopted by this Board, a meeting was held on the 13th inst. pursuant to the following notice:

“HARTFORD, Dec. 5, 1888.

DEAR SIR: — A meeting of the Asylum Street Bridge Commission will be held in the office of the Railroad Commissioners, Hartford, on Thursday, December 13, 1888, at 9.30 A. M., for the purpose of considering the subject of requiring the removal of the railroad tracks, in accordance with the resolution of the General Assembly, approved April 4, 1884, providing for a “bridge at the railroad crossing at Asylum Street, Hartford,” and all amendments thereto — especially in regard to the removal of the surface tracks of the New York & New England Railroad Co., between the north line of Church Street and the south line of Asylum Street.

"A proposition will also be presented at said meeting for a foot-bridge from the elevated tracks westward, passing over Spruce Street.

Yours very respectfully,

GEORGE T. UTLEY,

*Clerk of Commission."*

At which meeting said city appeared by its counsel and committees, and said New York & New England Railroad Company also appeared by its vice-president and its counsel, and said company filed exceptions to proceedings of this Board, as hereunto annexed, marked Exhibit "A." Which exceptions were overruled by us.

Whereupon said company filed its motion to dismiss proceedings under said call as hereto annexed, marked Exhibit "B." And said parties were fully heard upon said motion. And now, after consideration, this Board declines to dismiss said proceedings, but finds that the completion of said improvement, as heretofore ordered, the carrying out of the design and instructions of the legislative acts creating and regulating this Board; and public convenience and necessity all require, and this Board deems it necessary and proper to order and direct, and we do accordingly order and direct that said New York & New England Railroad Company, and the New York, New Haven & Hartford Railroad Company, severally take up and remove their surface tracks between the line of the face of the abutment on the south side of Asylum Street and the line of the face of the abutment as now located and established on the north line of Church Street, so called, within 30 days after the new depot at said Asylum Street shall be occupied and used by said companies respectively.

GEORGE M. WOODRUFF,	}	<i>Asylum Street Bridge Commissioners.</i>
W. H. HAYWARD,		
WILLIAM O. SEYMOUR,		
M. G. BULKELEY,		
N. WHEELER,		

## EXHIBIT "A."

*In the matter of the proceedings under a certain resolution of the General Assembly, approved April 4, 1884, entitled "Providing for Bridge at Railroad Crossing at Asylum Street, Hartford," and the amendments thereto.*

*Before Messrs. George M. Woodruff, William H. Hayward, William O. Seymour, Morgan G. Bulkeley, and Nathaniel Wheeler, acting as Commissioners under said legislative acts.*

*Exceptions to proceedings, filed December 13, 1888, by the New York & New England Railroad Company.*

The New York & New England Railroad Company hereby excepts to all proceedings affecting its interests heretofore had by said Commissioners or under said legislative acts, and to any further proceedings by them thereunder, for the following reasons:

1. Such acts and proceedings are all in violation of the Constitution of the United States, and void.

2. Such acts and proceedings are all in violation of the Constitution of this State, and void.

3. Hon. Morgan G. Bulkeley, one of said Commissioners, is and has ever since his appointment been Mayor of the City of Hartford, and a citizen and taxpayer therein, and as such is interested in the result of said proceedings, and is therefore acting as a judge in his own cause, which is contrary to the fundamental principles of the social compact.

4. Hon. Nathaniel Wheeler, one of said Commissioners, is and has ever since his appointment been a director of and stockholder in the New York, New Haven & Hartford Railroad Company, and, as such, is interested in the result of said proceedings, and is therefore acting as a judge in his own cause, which is contrary to the fundamental principles of the social compact.

5. Said legislative acts, on their face, deprived this remonstrant of any opportunity or reasonable time to agree with said city and other railroad company, under Section 4, as amended by the act of March 26, 1885, before any proceedings before said Commissioners, though purporting in terms to give such time and opportunity, whereby said act of 1885 was repugnant to the prior act, unmeaning and void.

6. Said acts and proceedings deprive this remonstrant of its right to a trial by jury under the Constitution of Connecticut.



7. Said acts are void because they grant to a set of five men exclusive privileges from the community, contrary to said Constitution.

8. Said acts and proceedings are void, because they deprive this remonstrant of property otherwise than by due course of law, contrary to said Constitution.

9. Said acts are void because they delegate judicial powers otherwise than to courts duly established, with permanent jurisdiction defined by law, contrary to the Constitution of Connecticut.

10. Said acts and proceedings are contrary to the Constitution of the United States, because they deprive this remonstrant of property without due process of law, and deny it the equal protection of the laws, and among others of General Statutes, Sections 3518, 3489, 3491, 3493, and 3495.

11. Said acts and proceedings are void, because contrary to natural right and the Constitution of Connecticut, in that they establish a special tribunal for the trial and decision of a particular controversy between certain individuals, not in accordance with the general laws of the land.

12. Because said Commission exhausted its powers by the adoption of the plan named in Order No. 1, Plan "A," and its subsequent proceedings rescinding said plan, and substituting another as per vote of March 11, 1887, are void.

Wherefore this remonstrant moves that all said proceedings under said acts be now stayed and dismissed.

THE NEW YORK & NEW ENGLAND RAILROAD COMPANY,  
By SIMEON E. BALDWIN,  
*Its Attorney.*

EXHIBIT "B."

*In the matter of the proceedings under a certain resolution of the General Assembly, approved April 4, 1884, entitled, "Providing for Bridge at Railroad Crossing at Asylum Street, Hartford," and the amendments thereto.*

*Before Messrs. George M. Woodruff, William H. Hayward, William O. Seymour, Morgan G. Bulkeley, and Nathaniel Wheeler, acting as Commissioners under said legislative acts.*

*Motion of the New York & New England Railroad Company to dismiss proceedings as to removal of its tracks laid across land claimed by the City of Hartford to be a highway known as Church Street.*

The New York & New England Railroad Company moves that all proceedings as to the removal of its tracks laid across land claimed by the City of Hartford to be a highway known as Church Street, be dismissed for the reasons specified in its general exceptions, heretofore filed, to all the proceedings of said Commissioners; and also because said acts do not purport to confer on said Commissioners authority to order such removal.

THE NEW YORK & NEW ENGLAND RAILROAD COMPANY,

*By* SIMEON E. BALDWIN,

*Its Attorney.*

# STATISTICAL TABLES.



TABLE I.

Number.	1  NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2		3	4		5		6 LENGTH OF MAIN LINE AND BRANCHES.		7 DOUBLE TRACK.		8 SIDINGS.		9 LENGTH OF ROAD, SINGLE TRACK MILES.	
		Chartered.	Opened for use.		From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.		
1	Boston & New York Air Line, <sup>1</sup>	1875	1870-73	New Haven, Ct.	Willimantic, Ct.	51.50	51.50	.....	.....	10.060	10.060	61.560	61.560			
2	Colchester, - - - - -	1876	1877	Colchester, Ct.	Turnerville, Ct.	3.59	3.59	.....	.....	.952	.952	4.542	4.542			
3	Danbury & Norwalk, <sup>2</sup>	1850	1852	Danbury, Ct.	Wilson's Point, Ct.	26.28	26.28	.....	.....	10.080	10.080	46.280	46.280			
	<i>Hawleyville, Ridgefield,</i>			Hawleyville, Ct.	Bethel, Ct.	5.95	5.95	.....	.....	.....	.....	.....	.....			
				Ridgefield, Ct.	Branchville, Ct.	3.97	3.97	.....	.....	.....	.....	.....	.....			
4	Hartford & Connecticut Valley, <sup>3</sup>	1830	1871	Hartford, Ct.	Fenwick, Ct.	46.20	46.20	.....	.....	7.740	7.740	53.940	53.940			
5	Hartford & Connecticut Western, <sup>4</sup>	1881	1871	Hartford, Ct.	Rhinecliff, N. Y.	108.30	66.70	.....	.....	20.760	15.570	129.060	82.270			
6	Housatonic, - - - - -	1836	1840	Bridgeport, Ct.	Mass. State Line.	74.46	74.46	.....	.....	16.660	16.660	96.730	96.730			
	<i>Danbury, Hawleyville,</i>			Danbury, Ct.	Brookfield Junc., Ct.	5.36	5.36	.....	.....	.....	.....	.....	.....			
				Connecting branch,		.25	.25	.....	.....	.....	.....	.....	.....			
7	Meriden, Waterbury & Conn. River, <i>Center Street Extension,</i>	1882	1885	Cromwell, Ct.	Waterbury, Ct.	28.07	28.07	.....	.....	3.450	3.450	32.360	32.360			
				In Meriden, Ct.		.84	.84	.....	.....	.....	.....	.....	.....			
8	Naugatuck, - - - - -	1845	1819	Bridgeport, Ct.	Winsted, Ct.	56.55	56.55	5.40	5.40	14.540	14.540	76.490	76.490			
9	New Haven & Derby, - - - -	1864	1871	New Haven, Ct.	Ansonia, Ct.	13.	13.	.....	.....	3.180	3.180	16.180	16.180			
10	New Haven & Northampton, - -	1846	1848-81	New Haven, Ct.	Conway Junc., Ms.	94.61	51.26	.....	.....	32.200	18.300	169.870	84.690			
	<i>New Hartford, Tariffville, Williamsburg, Turner's Falls, Holyoke,</i>			New Hartford, Ct.	Farmington, Ct.	14.09	14.09	.....	.....	.....	.....	.....	.....			
				Tariffville, Ct.	Simsbury, Ct.	1.04	1.04	.....	.....	.....	.....	.....	.....			
				Williamsburg, Ms.	Northampton, Ms.	7.51	.....	.....	.....	.....	.....	.....	.....			
				Turner's Falls, Ms.	South Deerfield, Ms.	10.07	.....	.....	.....	.....	.....	.....	.....			
				Holyoke, Mass.	Westfield, Mass.	10.32	.....	.....	.....	.....	.....	.....	.....			
11	New London Northern, <sup>5</sup>	1859	1849-67	New London, Ct.	Brattleboro, Vt.	121.	56.	.....	.....	27.320	13.980	148.320	69.980			

12	New York & New England, <sup>a</sup>	1873	1849-51	Boston, Mass.	Hopewell June N. Y.	214 96	131.17	108.10	56.05	126.600	64 060	604.840	319.650
	<i>Connecticut Central,</i>			Worcester, N. Y.	Fishkill, N. Y.	1.71	31 96	.....	.....	.....	.....	.....	.....
	<i>Melrose,</i>			Willimantic, Ct.	Providence, R. I.	58.32	20 17	.....	.....	.....	.....	.....	.....
	<i>Southbridge,</i>	1876	1871	East Hartford, Ct.	B. & A. R. R. June, Ms.	27.48	7.22	.....	.....	.....	.....	.....	.....
	<i>Woonsocket,</i>			Melrose, Ct.	West Street, Ct.	7.22	5.36	.....	.....	.....	.....	.....	.....
	<i>Ridge Hill,</i>			In Hartford, Ct.	East Thompson, Ct.	17.36	.67	.....	.....	.....	.....	.....	.....
	<i>Dedham,</i>			Woonsocket, R. I.	Cook St. Boston, Ms.	28.62	.....	.....	.....	.....	.....	.....	.....
	<i>Dorrence St.,</i>			Ridge Hill, Mass.	Charles River, Ms.	1.65	.....	.....	.....	.....	.....	.....	.....
				Dedham, Mass.	Dedham June, Ms.	1.53	.....	.....	.....	.....	.....	.....	.....
				In Providence, R. I.	.....	.62	.....	.....	.....	.....	.....	.....	.....
13	New York, New Haven & Hartford, <sup>7</sup>	1871	1839-70	Woodlawn June N. Y.	Springfield, Mass.	122.44	102.45	141.31	109.82	138.598	92.298	432.888	323.608
	<i>Harlem River,</i>			Harlem River, N. Y.	New Rochelle June.	11.50	.....	.....	.....	.....	.....	.....	.....
	<i>Middletown,</i>			Middletown, Ct.	Berlin June, Ct.	9.70	9.70	.....	.....	.....	.....	.....	.....
	<i>New Britain,</i>			New Britain, Ct.	Berlin June, Ct.	3.18	3.18	.....	.....	.....	.....	.....	.....
	<i>Suffield,</i>			Suffield, Ct.	Windsor Locks, Ct.	4.32	4.32	.....	.....	.....	.....	.....	.....
	<i>Belle Dock,</i>			In New Haven.	.....	1.84	1.84	.....	.....	.....	.....	.....	.....
	<i>Fret/ht Branch,</i>			In Hartford.	.....	.84	.....	.....	.....	.....	.....	.....	.....
14	New York, Providence & Boston,	1832	1837	Groton, Ct.	Providence, R. I.	62.50	17.	54.98	10.98	17.260	5.450	152.910	33.430
	<i>Auburn,</i>			Auburn, R. I.	Henderson St. Prov.	3.58	.....	.....	.....	.....	.....	.....	.....
	<i>Warwick,</i>			Auburn, R. I.	Buttonwoods, R. I.	9.90	.....	.....	.....	.....	.....	.....	.....
	<i>Pontiac,</i>			Auburn, R. I.	Pontiac, R. I.	4.69	.....	.....	.....	.....	.....	.....	.....
15	Norwich & Worcester,	1833	1810	Allyn's Point, Ct.	Worcester, Mass.	66.16	47.92	.....	.....	21.	13.400	87.160	61.320
16	Ridgefield & New York, <sup>8</sup>	1867		Ridgefield, Ct.	Port Chester, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....
17	Rockville,	1857	1863	Rockville, Ct.	Vernon, Ct.	4.48	4.48	.....	.....	.750	.750	5.230	5.230
18	Shepaug, Litchfield & Northern, <sup>9</sup>	1877	1872	Litchfield, Ct.	Hawleyville, Ct.	32.28	32.28	.....	.....	3.050	3.050	35.330	35.330
19	Shore Line, <sup>10</sup>	1864	1852	N. Haven June, Ct.	New London, Ct.	48.53	48.53	.97	.97	10.990	10.990	60.490	60.490
20	South Manchester,	1866	1869	S. Manchester, Ct.	Manchester, Ct.	2.25	2.25	.....	.....	1.720	1.720	3.970	3.970
21	Stamford & New Canaan, <sup>11</sup>	1883	1868	Stamford, Ct.	New Canaan, Ct.	7.66	7.66	.....	.....	1.080	1.080	8.740	8.740
22	Watertown & Waterbury,	1869	1871	Watertown, Ct.	Waterbury, Ct.	4.44	4.44	.....	.....	.310	.310	4.750	4.750
	Total,	-	-			1,442.58	990.70	310.76	182.22	478.300	307.620	2,231.640	1,481.540

<sup>1</sup> Road commenced operations in 1870, under the charter granted to the New Haven, Middletown & Willimantic R. R. Company in 1867.

<sup>2</sup> Original charter granted to the Fairfield County R. R. Company in 1855, renewed in 1846, and name changed to D. & N. R. R. Company in 1850.

<sup>3</sup> Successor to the Connecticut Valley R. R. Company, chartered in 1868.

<sup>4</sup> Successor to the Connecticut Western R. R. Company, chartered in 1868.

<sup>5</sup> The New London, Willimantic & Springfield R. R. Company was incorporated by the Legislature of Connecticut, to become one corporation, to be known as the N. L., W. & P. R. R. Company, the mortgage of which having been foreclosed, the holders of the mortgage bonds were incorporated as the N. L. N. R. R. Company in 1859.

<sup>6</sup> From Boston, Mass., to Putnam, Conn., 1855; from Putnam, Conn., to Willimantic, Conn., 1872; from Willimantic, Conn., to Hartford, Conn., 1849; from Hartford, Conn., to Bristol, Conn., 1850; from Bristol, Conn., to Waterbury, Conn., 1855; from Waterbury, Conn., to Fishkill-on-Hudson, N. Y., 1881; from Providence, R. I., to Willimantic, Conn., 1854; from East Thompson, Conn., to Southbridge, Mass., 1867; from Cook Street, Mass., to Woonsocket, R. I., 1863; Mass. State line to East Hartford, Conn., 1876.

<sup>7</sup> Hartford & New Haven R. R. Company incorporated in 1833; Hartford & Springfield R. R. Company in 1825, and privileges of its charter conferred on H. & N. H. R. R. Company in 1812. N. Y. & N. H. R. R. Company incorporated in 1844, and consolidated with H. & N. H. R. R. Company in 1872.

<sup>8</sup> Unfinished. Proposed line 30.45 miles, of which 23.10 are in Connecticut.

<sup>9</sup> Charter granted to Shepaug Valley R. R. Company in 1868.

<sup>10</sup> New Haven & New London R. R. Company incorporated in 1818; mortgage foreclosed and bondholders incorporated as Shore Line Railway Company in 1864.

<sup>11</sup> The New Canaan R. R. Company was incorporated in 1866. The mortgage having been foreclosed, the Legislature of 1882 incorporated the Stamford & New Canaan R. R. Company, which took possession of the road as such February 1, 1883.



TABLE II.—CAPITAL STOCK.

Number	RAILROADS.	14 Authorized by Charter.	15 Authorized by vote of Company.	16 Issued for Cash.	17 Issued for Bonds.	18 Issued for Stock of other Corporations.	19 Issued for undivided Earnings.	20 Issued for increased Valuation.
1	Boston & New York Air Line,	\$4,000,000.00	\$4,000,000.00	.....	\$2,998,000.00	.....	.....	.....
2	Colchester, ..	50,000.00	25,000.00	\$25,000.00	.....	.....	.....	.....
3	Connecticut Central, ..	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk, ..	1,000,000.00	600,000.00	338,416.25	.....	.....	\$101,583.75	\$160,000.00
5	Hartford & Conn. Valley, ..	1,200,000.00	800,000.00	.....	799,200.00	.....	.....	.....
6	Hartford & Conn. Western, ..	3,000,000.00	3,000,000.00	.....	1,827,300.00	.....	.....	.....
7	Housatonic, ..	*2,000,000.00	2,000,000.00	787,100.00	.....	.....	.....	.....
8	Meriden, Waterbury & Conn. R.,	500,000.00	500,000.00	.....	.....	\$500,000.00	.....	.....
9	Naugatuck, ..	2,000,000.00	2,000,000.00	397,696.00	273,000.00	.....	142,700.00	448,825.00
10	New Haven & Derby, ..	700,000.00	457,000.00	447,000.00	.....	.....	.....	.....
11	New Haven & Northampton,	5,000,000.00	2,600,000.00	1,882,000.00	.....	.....	578,000.00	.....
12	New London Northern, ..	2,000,000.00	1,500,000.00	340,673.33	1,102,660.00	56,666.67	.....	.....
13	New York & New England,	25,000,000.00	25,000,000.00	2,200,000.00	19,734,000.00	.....	.....	.....
14	N. Y., N. Haven & Hartford,	15,500,000.00	15,500,000.00	.....	.....	15,500,000.00	.....	.....
15	N. Y., Providence & Boston,	4,000,000.00	4,000,000.00	3,000,000.00	.....	.....	.....	.....
16	Norwich & Worcester, ..	3,825,000.00	3,825,000.00	2,604,400.00	.....	.....	.....	.....
17	Ridgefield & New York, ..	1,250,000.00	1,250,000.00	200,150.00	.....	.....	.....	.....
18	Rockville, ..	120,000.00	100,000.00	108,750.00	.....	.....	.....	.....
19	Shepaug, Litchfield & North n,	600,000.00	600,000.00	.....	591,750.00	.....	.....	.....
20	Shore Line, ..	1,000,000.00	1,000,000.00	62,845.20	678,125.00	.....	.....	259,029.80
21	South Manchester, ..	40,000.00	40,000.00	40,000.00	.....	.....	.....	.....
22	Stamford & New Canaan, ..	99,878.25	99,877.46	.....	.....	.....	.....	.....
23	Watertown & Waterbury, ..	150,000.00	130,000.00	118,200.00	.....	.....	.....	.....
	Total, ..	\$73,034,878.25	\$69,026,877.46	\$12,552,230.78	\$28,004,035.00	\$16,056,666.67	\$822,283.75	\$867,854.80

\* Amount of stock authorized by Act of the General Assembly, 1870, \$2,367,900.



TABLE III.—CAPITAL STOCK.

Number.	RAILROADS.	21 Otherwise issued.	22 Total amount issued.	23 Total issue per last report.	24 Issued per mile of road.	25 Amount held in Connecticut.	26 Amount same per last report.
1	Boston & New York Air Line,	\$863,180.88	\$3,861,180.88	\$3,834,800.00	\$74,974.38	\$2,069,100.00	\$1,987,400.00
2	Colchester.....	.....	25,000.00	25,000.00	6,963.78	25,000.00	25,000.00
3	Connecticut Central.....	.....	.....	448,500.00	.....	.....	384,100.00
4	Danbury & Norwalk.....	.....	600,000.00	600,000.00	16,574.58	425,600.00	396,400.00
5	Hartford & Conn. Valley.....	.....	799,200.00	799,200.00	17,298.70	799,200.00	799,200.00
6	Hartford & Conn. Western, ..	.....	2,627,300.00	2,600,900.00	24,259.46	886,900.00	2,180,200.00
7	Housatonic.....	800,000.00	3,150,400.00	2,000,000.00	39,345.57	510,500.00	599,900.00
8	M'id'n, W'trb'y & C'n. Riv'r,	2,363,300.00	500,000.00	300,000.00	17,295.05	499,200.00	299,700.00
9	Naugatuck.....	737,779.00	2,000,000.00	2,000,000.00	35,366.93	1,414,500.00	1,405,100.00
10	New Haven & Derby.....	.....	447,000.00	446,600.00	34,384.61	309,500.00	338,300.00
11	New Haven & Northampton,	.....	2,460,000.00	2,460,000.00	17,869.81	2,142,300.00	2,124,200.00
12	New London Northern.....	.....	1,500,000.00	1,500,000.00	12,396.69	901,800.00	937,900.00
13	New York & New England, ..	.....	21,934,000.00	21,662,000.00	60,904.09	195,200.00	182,100.00
14	N. Y., New Haven & H't'd.,	.....	15,500,000.00	15,500,000.00	101,320.43	6,492,100.00	6,626,500.00
15	N. Y., Providence & Boston,	.....	3,000,000.00	3,000,000.00	37,188.54	87,400.00	88,900.00
16	Norwich & Worcester.....	.....	2,604,400.00	2,604,400.00	39,365.17	89,400.00	94,900.00
17	Ridgefield & New York.....	46,400.00	246,550.00	246,550.00	.....	99,150.00	99,150.00
18	Rockville.....	.....	108,750.00	108,750.00	24,229.91	97,250.00	97,250.00
19	Shepaug, Litchfield & N'th'n,	.....	591,750.00	580,950.00	18,331.78	553,500.00	542,700.00
20	Shore Line.....	.....	1,000,000.00	1,000,000.00	20,605.81	688,900.00	696,800.00
21	South Manchester.....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00
22	Stamford & New Canaan, ..	99,877.46	99,877.46	99,877.46	13,038.83	99,877.46	99,677.46
23	Watertown & Waterbury, ..	.....	118,200.00	118,200.00	26,631.62	118,200.00	118,200.00
Total, .....		\$4,910,537.34	\$63,213,608.34	\$61,975,727.46	\$43,819.82	\$18,544,577.46	\$20,158,577.46

## DEBT.

TABLE IV.—CAPITAL STOCK.

Number.	RAILROADS.	27 Par value per share.	28 Number of stockholders in Conn.	29 Number of same per last report.	30 Rate of interest on funded debt.	31 Unpaid interest on same.	32 Total amount funded debt.	33 Amount of same per last report.
1	Boston & New York Air Line,	\$100.00	722	714	5 per cent.	.....	\$500,000.00	\$500,000.00
2	Colchester,.....	100.00	1	1	7 “	.....	25,000.00	25,000.00
3	Connecticut Central,.....	.....	.....	82	.....	.....	.....	325,000.00
4	Danbury & Norwalk,.....	50.00	204	179	5, 6, & 7 “	.....	650,000.00	650,000.00
5	Hartford & Conn. Valley,...	100.00	11	11	.....	.....	.....	.....
6	Hartford & Conn. Western,...	100.00	524	553	5 “	.....	608,000.00	610,000.00
7	Housatonic,.....	100.00	200	403	4, 5, & 6 “	.....	3,080,000.00	1,120,000.00
8	Meriden, Waterbury & Conn. R.,	100.00	418	111	5 “	.....	200,000.00	.....
9	Naugatuck,.....	100.00	485	477	4 “	.....	150,000.00	150,000.00
10	New Haven & Derby,.....	100.00	161	188	7 “	.....	525,000.00	525,000.00
11	New Haven & Northampton,	100.00	142	156	5, 6, & 7 “	.....	3,900,000.00	3,900,000.00
12	New London Northern,.....	100.00	217	218	4, 5, & 7 “	.....	1,499,500.00	1,499,500.00
13	New York & New England,	100.00	51	49	3, 6, & 7 “	.....	15,000,000.00	14,361,000.00
14	N. Y., N. Haven & Hartford,	100.00	1,904	1,886	4 “	\$229,291.98	2,000,000.00	2,000,000.00
15	N. Y., Providence & Boston,	100.00	22	23	4 & 7 “	26,666.67	1,300,000.00	1,300,000.00
16	Norwich & Worcester,.....	100.00	35	36	6 “	36,750.00	400,000.00	400,000.00
17	Ridgefield & New York,.....	50.00	40	40	.....	.....	.....	.....
18	Rockville,.....	100.00	36	36	.....	.....	.....	.....
19	Shepaug, Litchfield & North'n,	100.00	88	87	.....	.....	.....	.....
20	Shore Line,.....	100.00	198	199	4½ “	.....	200,000.00	200,000.00
21	South Manchester,.....	100.00	9	9	.....	.....	.....	.....
22	Stamford & New Canaan,...	100.00	8	7	.....	.....	.....	.....
23	Watertown & Waterbury,...	50.00	56	56	.....	19,860.00	19,000.00	19,000.00
	Total,.....	.....	5,532	5,521	.....	\$312,568.65	\$30,056,500.00	\$27,584,500.00

TABLE V. — DEBT.

Number.	RAILROADS.	34 Amount of bills payable.	35 Amt. of same per last report.	36 Accounts payable, etc.	37 Total.	38 Total per last report.	39 P'p't'n per mile of road.	40 Total stock and debt.
1	Boston & New York Air Line,				\$500,000.00	\$500,000.00	\$9,708.73	\$4,361,180.88
2	Colchester,.....				25,000.00	25,000.00	6,963.79	50,000.00
3	Connecticut Central,.....					513,269.16		
4	Danbury & Norwalk,.....				650,000.00	650,000.00	17,955.80	1,250,000.00
5	Hartford & Conn. Valley,...		\$51,190.22	\$33,347.15	33,347.15	51,190.22	721.80	832,547.15
6	Hartford & Conn. Western,			\$34,496.97	642,496.97	643,090.25	5,932.56	3,269,796.97
7	Housatonic,.....			42,815.43	3,122,815.43	1,345,705.80	39,001.06	6,273,215.43
8	M'd'n, W'tb'y & C'n. Riv'r.	\$619,158.39	55,560.55	4,139.38	823,297.77	79,421.39	28,474.84	1,323,297.77
9	Naugatuck,.....				150,000.00	244,326.63	2,652.52	2,150,000.00
10	New Haven & Derby,.....	20,000.00		564,002.85	1,109,002.85	977,187.27	85,307.91	1,556,562.47
11	New Haven & Northampton,		75,000.00		3,900,000.00	4,081,820.30	28,328.61	6,360,000.00
12	New London Northern,.....	135,000.00	135,000.00	2,274.59	1,636,774.59	1,638,124.84	13,527.06	3,136,774.59
13	New York & New England,	1,623,085.60	1,652,174.92	693,005.58	17,545,383.16	16,995,339.98	48,718.23	39,479,383.16
14	N. Y., New Haven & Hart'd,	1,300,000.00		639,074.32	3,965,740.99	2,837,224.94	25,923.26	19,465,740.99
15	N. Y., Providence & Boston,				1,300,000.00	1,300,000.00	16,115.03	4,300,000.00
16	Norwich & Worcester,.....	315,679.68	82,500.00	72,297.67	824,727.35	571,043.57	12,465.65	3,429,127.35
17	Ridgefield & New York,....							246,550.00
18	Rockville,.....	16,900.00	16,900.00		16,900.00	16,900.00	3,772.32	125,650.00
19	Shepaug, Litchfield & N'th'n,	10,000.00	10,000.00		10,000.00	10,000.00	309.78	601,750.00
20	Shore Line,.....				200,000.00	200,000.00	4,121.16	1,200,000.00
21	South Manchester,.....			26,660.76	26,660.76	13,210.49	11,849.23	66,660.76
22	Stamford & New Canaan,....							99,877.46
23	Watertown & Waterbury,....				38,860.00	37,530.00	8,752.25	157,060.00
	Total,.....\$	4,039,823.67	2,256,325.69	2,112,114.70	36,531,007.02	32,730,384.84	25,316.24	99,734,615.36



TABLE VI.—PROPERTY ACCOUNT.

Number.	RAILROADS.	41 Construction account.	42 Equipment account.	43 Other permanent investments.	44 Total permanent investments.	45 Cash and cash Assets.	46 Total assets.
1	Boston & New York Air Line,	\$4,436,237.83	\$129,931.94	.....	\$4,566,169.77	\$35,422.47	\$4,601,592.24
2	Colchester,.....	50,000.00	.....	.....	50,000.00	.....	50,000.00
3	Connecticut Central,.....	1,170,270.83	228,971.89	.....	1,399,242.72	.....	1,399,242.72
4	Danbury & Norwalk,.....	881,246.30	15,400.77	.....	896,647.07	.....	896,647.07
5	Hartford & Conn. Valley,...	2,802,650.00	343,407.22	\$95,907.75	3,241,964.97	223,799.34	3,465,764.31
6	Hartford & Conn. Western,...	3,993,736.92	1,318,398.19	624,919.30	5,937,054.41	401,149.93	6,338,204.34
7	Housatonic,.....	1,137,099.62	125,270.76	32,906.61	1,295,276.99	33,039.19	1,328,316.18
8	Mer., Waterbury & Conn. Riv.	2,024,697.45	234,086.57	164,500.00	2,423,284.02	190,276.94	2,613,560.96
9	Naugatuck,.....	1,406,906.66	210,975.87	.....	1,617,882.53	22,003.67	1,639,886.20
10	New Haven & Derby,.....	5,650,038.40	911,781.53	19,372.81	6,581,192.74	163,504.27	6,744,697.01
11	New Haven & Northampton,	2,820,799.28	248,420.44	93,170.00	3,162,389.72	424,774.50	3,587,164.22
12	New London Northern,.....	33,283,680.84	4,029,830.19	532,782.40	37,846,293.43	1,900,089.73	39,746,383.16
13	New York & New England,...	15,522,697.75	3,061,316.02	999,714.59	19,583,728.36	3,436,954.77	23,020,683.13
14	N. Y., N. H. & Hartford,...	3,352,127.64	930,885.37	797,432.17	5,080,445.18	1,506,657.84	6,587,103.02
15	N. Y., Providence & Boston,	3,569,277.95	179,750.67	3,107.08	3,752,135.70	434,386.11	4,186,521.81
16	Norwich & Worcester,.....	214,450.00	.....	.....	214,450.00	.....	214,450.00
17	Ridgefield & New York,...	144,247.66	25,857.99	.....	170,105.65	3,317.97	173,423.62
18	Rockville,.....	585,033.85	33,408.31	.....	618,442.16	8,054.44	626,496.60
19	Shepaug, Litch'd & North'n,	1,169,496.10	.....	.....	1,169,496.10	30,503.90	1,200,000.00
20	Shore Line,.....	77,592.20	21,123.72	.....	98,715.92	4,536.61	103,252.53
21	South Manchester,.....	99,877.46	.....	.....	99,877.46	.....	99,877.46
22	Stamford & New Canaan,...	134,248.00	.....	.....	134,248.00	2,952.00	137,200.00
23	Watertown & Waterbury,...	.....	.....	.....	.....	.....	.....
	Total,.....	\$84,526,412.74	\$12,048,817.45	\$3,363,812.71	\$99,939,042.90	\$8,821,423.68	\$108,760,466.58

TABLE VII.—EARNINGS.

Number.	RAILROADS.	47 Passenger.	48 Freight.	49 Mails.	50 Express.	51 Rents.	52 Other sources.
1	Boston & N. Y. Air Line,*						
2	Colchester,*						
3	Connecticut Central,†						
4	Danbury & Norwalk,†						
5	Hartford & Conn. Valley,*						
6	Hartford & Conn. Western,	\$118,951.41	\$220,491.24	\$9,643.12	\$5,569.27	\$2,445.33	\$1,137.96
7	Housatonic,	410,354.56	598,500.55	16,046.55	25,294.25	6,541.59	30,675.91
8	Mer., Water, & Conn. River,	9,473.40	28,553.79		375.00	1,504.05	
9	Naugatuck,*						
10	New Haven & Derby,	81,322.16	84,977.77	993.70	2,656.91	94.00	3,734.30
11	New Haven & Northampton,*						
12	New London Northern,	212,590.72	379,338.99	11,030.00	10,298.79	13,133.07	
13	New York & New England,	1,768,814.57	3,137,845.12	53,523.04	132,414.04	41,123.16	139,731.08
14	N. Y., N. Haven & Hartford,	4,921,444.37	4,032,611.81	195,596.35	290,324.74	113,382.63	335,938.22
15	N. Y., Providence & Boston,	698,843.29	525,737.88	21,349.80	33,882.50	23,355.78	
16	Norwich & Worcester,†						
17	Ridgefield & New York,						
18	Rockville,†						
19	Shepaug, Litch'd & North'n,	17,267.57	49,818.74	1,635.48	1,400.00	162.50	114.51
20	Shore Line,*						
21	South Manchester,	10,032.82	6,913.68		50.04		
22	Stamford & New Canaan,*						
23	Watertown & Waterbury,*						
	Total,	\$8,249,094.87	\$9,064,789.57	\$309,818.04	\$502,265.54	\$201,742.11	\$511,331.98

\*Included in N. Y., N. H. &amp; H. R. R. Co.

†Included in N. Y. &amp; N. E. R. R. Co.

‡Included in Housatonic R. R. Co.

TABLE VIII.—EARNINGS.

Number.	RAILROADS.	53, Total.	54 Total per last report.	55 Net earnings.	56 Same per last report.	57 Paid for taxes.	58 Paid for interest.	59 Paid for dividends.	60 Dividends paid per last report.
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....	\$36,750.00	\$119,920.00	\$121,360.00
2	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....
3	Connecticut Central,†	.....	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk,†	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Conn. Valley,*	.....	.....	.....	.....	.....	48.00	31,968.00	30,000.00
6	Hartford & Conn. Western,...	\$358,238.33	\$350,484.38	\$102,302.93	\$108,796.21	\$11,991.69	30,249.17	396.00	15,984.00
7	Housatonic, .....	1,087,413.41	982,549.62	285,818.66	231,267.40	23,771.75	72,948.05	.....	760.50
8	Meriden, Waterbury & Conn. R.,	39,906.24	27,284.70	4,444.28	5,876.35	1,572.60	2,126.80	.....	35,400.00
9	Naugatuck,*	.....	.....	.....	.....	.....	6,000.00	200,000.00	.....
10	New Haven & Derby,.....	173,778.84	161,975.22	74,635.74	67,834.40	5,419.90	37,375.00	.....	200,000.00
11	New Haven & Northampton,*	.....	.....	.....	.....	.....	233,000.00	24,600.00	.....
12	New London Northern,.....	626,301.57	609,859.23	212,055.02	213,811.20	17,397.32	86,383.83	105,000.00	93,750.00
13	New York & New England,...	5,273,451.01	4,990,652.18	1,348,762.28	1,691,029.29	178,657.56	999,238.07	139,416.67	135,975.00
14	N. Y., New Haven & Hartford,	9,839,298.12	9,661,440.09	2,297,235.13	3,248,625.36	494,254.12	269,832.74	1,550,000.00	1,550,000.00
15	N. Y., Providence & Boston,...	1,303,169.25	1,276,797.91	338,345.81	407,437.97	39,527.73	82,813.63	300,000.00	300,000.00
16	Norwich & Worcester,†	.....	.....	.....	.....	50,352.56	24,000.00	207,824.00	207,824.00
17	Ridgefield & New York,.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Rockville,†	.....	.....	.....	.....	.....	1,005.00	2,400.00	2,400.00
19	Shepaug, Litchfield & North'n,	70,398.80	70,817.21	13,699.84	13,595.90	700.00	631.98	.....	35,820.00
20	Shore Line,*	.....	.....	.....	.....	17,000.00	9,060.38	72,000.00	75,000.00
21	South Manchester,.....	16,996.54	17,495.42	.....	6,062.39	232.10	.....	.....	.....
22	Stamford & New Canaan,*	.....	.....	.....	.....	.....	.....	4,000.00	4,000.00
23	Watertown & Waterbury,*	.....	.....	.....	.....	.....	.....	.....	.....
	Total,.....	\$18,839,042.11	\$18,149,355.96	\$4,677,299.74	\$6,019,221.23	\$841,477.33	\$1,881,462.65	\$2,757,524.67	\$2,808,273.50

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.



TABLE IX.

Number.	RAILROADS.	OPERATING EXPENSES.		PER MILE OF ROAD OPERATED.			
		61 Total.	62 Total per last report.	63 Gross Earnings.	64 Operating expenses.	65 Net earnings.	66 Maintenance of way.
1	Boston & N. Y. Air Line,*						
2	Colchester,*						
3	Connecticut Central,†						
4	Danbury & Norwalk,†						
5	Hartford & Conn. Valley,*						
6	Hartford & Conn. Western,	\$255,935.35	\$241,688.17	\$3,270.69	\$2,336.24	\$938.84	\$709.44
7	Housatonic,	801,594.75	751,282.22	6,676.57	4,921.68	1,754.89	778.16
8	M'd'n, W'tb'y & C'n. R'v'r,	35,461.96	21,408.35	1,380.36	1,226.63	153.73	466.29
9	Naugatuck,*						
10	New Haven & Derby,	99,143.10	94,140.82	13,367.60	7,626.39	5,741.21	1,260.34
11	New Haven & Northampt'n,*						
12	New London & Northern,	414,336.55	396,048.03	5,176.78	3,424.26	1,752.52	708.10
13	New York & New England,	3,924,688.73	3,299,622.89	13,205.41	9,827.94	3,377.47	1,462.03
14	N. Y., New Haven & H'ford,	7,592,062.99	6,836,052.39	21,244.46	16,309.50	4,934.98	2,744.88
15	N. Y., Providence & Boston,	964,823.44	833,847.67	15,093.45	11,174.69	3,918.76	3,130.22
16	Norwich & Worcester,†						
17	Ridgefield & New York,						
18	Rockville,†						
19	Shepaug, Litchfi'd & N'th'rn,	56,698.96	61,778.45	2,180.88	1,756.47	424.41	754.30
20	Shore Line,*						
21	South Manchester,	19,719.68	11,734.77	7,554.01	8,764.30		2,349.56
22	Stamford & New Canaan,*						
23	Watertown & Waterbury,*						
	Total,	\$14,164,465.51	\$12,547,603.76	\$12,314.87	\$9,259.15	\$3,057.49	\$1,622.14

\* Included in N. Y., N. H. & H. R. R. Co.    † Included in N. Y. & N. E. R. R. Co.    ‡ Included in Housatonic R. R. Co.    § Average.

TABLE X.—OPERATING EXPENSES.

Number.	RAILROAD.	67 Repairs of road-bed and track.	68 Repairs of bridges.	69 Repairs of fences.	70 Repairs of buildings and fixtures.	71 Repairs of locomotives.	72 Repairs of cars.	73 Repairs of machinery and tools.
1	Boston & N. York Air Line, *							
2	Colchester, *							
3	Connecticut Central, †							
4	Danbury & Norwalk, †							
5	Hartford & Conn. Valley, *							
6	Hartford & Conn. Western, ..	\$69,182.75	\$8,536.55	\$4,643.37	\$1,394.03	\$12,226.54	\$20,685.74	\$1,073.42
7	Housatonic, .....	118,286.76	8,453.21	7,234.93	8,565.06	35,487.49	65,021.72	
8	Mer., Water. & Conn. River,	12,499.29	981.14	74.10	56.90	1,563.02	756.68	21.88
9	Naugatuck, *							
10	New Haven & Derby, .....	9,445.12	6,939.27	625.14	846.46	5,591.03	5,732.01	323.87
11	New Haven & Northampton, *							
12	New London Northern, .....	66,660.98	19,019.06	3,043.77	5,028.85	30,915.21	36,538.01	
13	New York & New England, ..	493,973.73	89,892.97	32,599.36	68,144.01	214,482.84	276,805.26	31,310.52
14	N. Y., N. Haven & Hartford, ..	1,070,901.35	206,844.76	40,471.02	247,981.64	362,811.57	573,814.12	55,479.64
15	N. Y., Providence & Boston, ..	162,275.09	107,988.93	4,148.04	23,557.51	47,551.20	44,328.91	4,372.85
16	Norwich & Worcester, †							
17	Ridgefield & New York, .....							
18	Rockville, †							
19	Shepaug, Litchf'd & North'n, ..	23,625.77	723.14	502.02	558.21	2,621.77	3,054.76	171.35
20	Shore Line, *							
21	South Manchester, .....	5,286.51						
22	Stamford & New Canaan, *							
23	Watertown & Waterbury, *							
	Total, .....	\$2,032,137.35	\$449,379.03	\$93,636.29	\$358,477.75	\$715,266.78	\$1,027,518.32	\$93,332.38

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.

TABLE XI.—OPERATING EXPENSES.—FUEL.

Number.	RAILROADS.	LOCOMOTIVES AND CARS.				STATIONS AND SHOPS.				78 Total cost.
		74 COAL.		75 WOOD.		76 COAL.		77 WOOD.		
		Number of tons.	Cost.	Number of cords.	Cost.	Number of tons.	Cost.	No. of cords.	Cost.	
1	Boston & N. Y. Air Line,*									
2	Colchester,*									
3	Connecticut Central,†									
4	Danbury & Norwalk,†									
5	Hartford & Conn. Valley,*									
6	Hartford & Conn. Western,...	8,022.12	\$25,658.90			278.02	\$1,112.40			\$26,771.30
7	Housatonic,		87,828.22				5,001.65			92,829.87
8	M'rd'n, W't'r'b'y & C'n. Riv'r,	772.	2,927.75	20.25	\$81.00	22.	116.25			3,124.00
9	Naugatuck,*									
10	New Haven & Derby,	2,403.63	8,806.18			7.68	34.17			8,840.35
11	New Haven & North'pton,*									
12	New London Northern,...	17,412.	62,683.49	1,262.	4,629.72	426.	1,472.24			68,785.95
13	New York & New England,	144,563.	469,250.52			6,984.	37,715.32			506,965.84
14	N. Y., N. H. & Hartford,	181,646.	565,301.86	2,140.	5,414.20	5,102.	20,216.76	363.	\$665.39	591,598.21
15	N. Y., Providence & Boston,	24,893.	93,750.69			1,391.	5,538.98			107,603.90
16	Norwich & Worcester,†									
17	Ridgefield & New York,									
18	Rockville,†									
19	Shepaug, Litchfield & N'th'n,	1,465.	7,305.65	11.5	27.50	45.	410.71	4.	11.25	7,755.11
20	Shore Line,*									
21	South Manchester,...		1,397.23				181.53			1,578.76
22	Stamford & New Canaan,*									
23	Watertown & Waterbury,*									
	Total, .....	381,176.75	\$1,324,910.49	433.75	\$10,152.42	14,255.70	\$71,820.01	367.	\$676.64	\$1,415,853.29

\* Included in N. Y., N. H. & H. R. R. Co.

† Included in N. Y. & N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.



TABLE XII. — OPERATING EXPENSES.

Number.	RAILROADS.	79 Salaries and labor not before stated.	80 Oil and waste.	81 Injuries to persons.	82 Damages to property.	83 Insurance.	84 Rent of other roads.	85 Other operating expenses.
1	Boston & N. Y. Air Line,*							
2	Colchester,*							
3	Connecticut Central,†							
4	Danbury & Norwalk,†							
5	Hartford & Conn. Valley,*							
6	Hartford & Conn. Western,	\$32,563.17	\$2,431.39		\$406.10	\$895.68	\$5,200.00	\$69,925.31
7	Housatonic,	250,359.16	8,815.13	\$4,799.56	1,515.38	2,857.67	146,193.68	51,175.13
8	Mer., Waterbury & Conn. Riv.	14,045.70	521.20	21.00	26.62	156.25		1,614.18
9	Naugatuck,*							
10	New Haven & Derby,	46,396.00	1,185.23	237.71	79.45	350.00	3,750.00	8,801.46
11	New Haven & Northampton,*							
12	New London Northern.....	134,688.47	5,588.32	165.00	1,342.97	2,232.54		40,327.42
13	New York & New England,	1,414,543.09	26,831.37	20,666.89	15,161.94	9,501.79	404,096.71	319,712.41
14	N. Y., N. H. & Hartford,	1,989,122.07	52,952.40	65,193.35	7,698.01	7,654.76	769,534.82	1,550,005.27
15	N. Y., Providence & Boston,	317,304.13	14,806.86	2,969.13	2,251.28	2,380.56	17,663.00	105,622.05
16	Norwich & Worcester,†							
17	Ridgefield & New York,							
18	Rockville,†							
19	Shepaug, Litchfield & North'n,	15,310.55	338.65		135.95	262.87		1,638.81
20	Shore Line,*							
21	South Manchester.....	6,084.45	231.51	31.00		70.50		341.26
22	Stamford & New Canaan,*							
23	Watertown & Waterbury,*							
	Total,	\$4,220,416.79	\$113,702.06	\$94,083.64	\$28,617.70	\$26,362.62	\$1,346,438.21	\$2,149,163.30

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.

TABLE XIII. — TRANSPORTATION.

Number.	RAILROADS.	PASSENGERS.			FREIGHT.		
		86 Whole number carried.	87 Whole No carried per last report.	88 Number carried one mile.	89 Number of tons carried.	90 No. tons carried per last report.	91 No. tons carried one mile.
1	Boston & N. Y. Air Line,*						
2	Colchester,*						
3	Connecticut Central,†						
4	Danbury & Norwalk,†						
5	Hartford & Conn. Valley,*						
6	Hartford & Conn. Western,	294,414	274,077	4,501,714	237,253	219,365	10,219,156
7	Housatonic,	1,021,625	936,395	16,538,739	503,271	452,724	24,550,937
8	M'd'n, W'try & C'n. River,	34,414	18,324	426,234	43,319	29,949	556,272
9	Naugatuck,*						
10	New Haven & Derby,...	303,758	232,598	3,189,459	110,420	127,122	1,269,830
11	New Haven & N'thampton,*						
12	New London Northern,...	535,124	506,882	7,871,946	535,141	546,096	29,034,532
13	New York & New England,	6,852,379	6,302,956	83,319,203	2,552,332	2,861,170	200,739,047
14	N. Y., N. H. & Hartford,...	11,835,812	10,934,320	291,998,072	3,169,531	3,614,218	226,267,632
15	N. Y., Providence & Boston,	1,929,956	2,008,496	36,565,408	498,625	511,959	20,189,564
16	Norwich & Worcester,†						
17	Ridgefield & New York,						
18	Rockville,†						
19	Shepaug, Litchf'd & N'th'n,	22,561	20,516	429,421	56,216	47,987	1,026,907
20	Shore Line,*						
21	South Manchester,...	142,623	146,057	320,902	23,441	29,122	50,492
22	Stamford & New Canaan,*						
23	Watertown & Waterbury,*						
	Total,.....	22,972,666	21,380,621	445,161,098	7,729,549	8,439,712	513,904,369

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.

TABLE XIV.—MILEAGE AND EMPLOYEES.

Number.	RAILROADS.	92 Passenger trains.	93 Freight trains.	94 Other trains.	95 Total.	96 Total per last report.	97 Employees, in- cluding officers.	98 Same per last report.
1	Boston & N. Y. Air Line,*							
2	Colchester,*							
3	Connecticut Central,†					59,654		61
4	Danbury & Norwalk,†							
5	Hartford & Conn. Valley,*					249,532		196
6	Hartford & Conn. Western,	158,498	174,946	12,752	346,196	360,330	298	302
7	Housatonic,	472,809	526,636	40,779	1,040,224	823,375	787	765
8	Meriden, Waterbury & Conn. R.,	23,294	8,756	17,367	49,417	26,684	95	35
9	Naugatuck,*					401,915		495
10	New Haven & Derby,	56,931	46,792	18,583	122,306	61,121	112	95
11	New Haven & Northampton,*					716,062		556
12	New London & Northampton,	266,080	331,338	1,105	598,523	562,864	546	517
13	New York & New England,	1,712,858	1,498,991	1,025,707	4,237,556	3,345,153	4,129	3,189
14	N. Y., N. Haven & Hartford,	3,500,258	1,860,745	1,268,338	6,629,341	5,194,180	7,242	5,591
15	N. Y., Providence & Boston,	614,295	191,943	163,084	969,322	896,629	974	928
16	Norwich & Worcester,†					520,450		445
17	Ridgefield & New York,							
18	Rockville,†							
19	Shepaug, Litchfield & North'n,	28,720	32,246	4,651	65,617	64,195	70	70
20	Shore Line,*							
21	South Manchester,	15,548	1,390		16,938	17,142	14	12
22	Stamford & New Canaan,*							
23	Watertown & Waterbury,*							
	Total,	6,849,291	4,673,783	2,552,366	14,075,440	13,239,632	14,267	13,196

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.



TABLE XV.—ROLLING STOCK.

Number.	RAILROADS.	LOCOMOTIVES.			102 Passen- ger cars.	103 Baggage and mail cars.	104 Merchan- dise and other cars.	105 Total.	106 Total per last report.	PASSENGER TRAIN CARS.	
		99 Number.	100 With train brakes.	101 Av. weight in tons.						107 With train brakes.	108 With patent platform, etc.
1	Boston & N. Y. Air Line, *										
2	Colchester, *										
3	Connecticut Central, †										
4	Danbury & Norwalk, †										
5	Hartford & Conn. Valley, *										
6	Hartford & Conn. Western, .	16	7	52.	19	5	502	526	526	22	22
7	Housatonic, .	35	28	59.80	66	24	1,195	1,285	1,252	78	75
8	M'd'n, W'tbr'y, & C'n. R'v'r,	5	2	65.45	8	2	156	166	52	10	10
9	Naugatuck, *								611		
10	New Haven & Derby, .	7		80.	9	3	73	85	82	1	12
11	New Haven & North'pton, *								586		
12	New London Northern, .	24	15	45.	17	11	354	382	380	28	28
13	New York & New England, .	143	140	68.50	187	23	4,800	5,010	3,627	210	210
14	N. Y., New Haven & H't'd,	167	132	65.73	444	114	4,432	4,990	3,725	599	600
15	N. Y., Providence & Boston,	33	33	61.	58	12	455	525	503	84	73
16	Norwich & Worcester, †								739		
17	Ridgefield & New York, .										
18	Rockville, †										
19	Shepaug, Litchfield & N'th'm,	3	3	50.	1	3	44	48	27	4	3
20	Shore Line, *										
21	South Manchester, .	2	2	27.	3			3	3	3	3
22	Stamford & New Canaan, *										
23	Watertown & Waterbury, *										
	Total, .	435	362	54.94	812	197	12,011	13,020	12,113	1,039	1,036

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.

TABLE XVI.  
CROSSINGS IN CONNECTICUT. BRIDGES IN CONNECTICUT.

Number.	RAILROADS.	HIGHWAY.					WOOD.		IRON.			
		109 Rail- road at grade.	110 Over the track.	111 Under the track.	112 At grade.	113 At grade with gates or electric signals.	114 At grade with flag- man.	115 Aggregate length in feet.	116 Spans over 25 feet each.	117 Aggregate length in feet.	118 Spans over 25 feet each.	119 Stone arches, Aggregate length in feet.
1	Boston & N. Y. Air Line,*											
2	Colchester,*											
3	Connecticut Central,†											
4	Danbury & Norwalk,		2	5	78	4	2	1,382	16	389.	4	42.
5	Hartford & Conn. Valley,*											
6	Hartford & Conn. Western,	4	8	8	74	3	1	6,112	26	408.	8	
7	Housatonic,	4	1	3	129	4	3	1,338	25	413.	3	1,229.
8	M'rd'n, W'tb'ry & C'n. R'vr,		17	15	15			5,608		596.	12	14.
9	Naugatuck,*											
10	New Haven & Derby,	1	10	9	19	3	3	5,633	10			
11	New Haven & N'th mpt'n,*											
12	New London Northern,	1	4	2	44		4	6,176	21	609.	6	30.
13	N. Y. & New England,	13	32	41	230	24	8	9,858	50	3,053.	32	376.
14	N. Y., New Haven & H't'd.,	11	87	76	500	87	10	35,352	66	16,117.	216	2,162.
15	N. Y., Providence & Boston,		2	2	17	10	7	1,060	8	378.25	4	
16	Norwich & Worcester,	2	3	1	38	3	2	1,886	16	654.	6	400.
17	Ridgefield & New York,											
18	Rockville,†											
19	Shepaug, Litchfield & N'th'n,	2	1	2	37			762	1	773.	7	67.
20	Shore line,*											
21	South Manchester,		1	2	3					52.		
22	Stamford & New Canaan,*											
23	Watertown & Waterbury,*											
	Total, .....	38	168	166	1,184	138	40	75,167	239	23,442.25	298	4,320.

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

TABLE XVII.

Number.	RAILROADS.	STATIONS.			STEEL RAILS.		125 New ties laid in Conn. past year.	OPERATED BY EACH CO	
		120 On main line and branches.	121 In Conn.	122 Av. number miles for each station in Conn.	123 Number of miles.	124 Number per last report.		126 Total miles.	127 In Conn.
1	Boston & N. Y. Air Line,...	17	17	3.	*	.....	.....	.....	.....
2	Colchester, .....	2	2	1.80	*	.....	.....	.....	.....
3	Connecticut Central, .....	15	15	1.83	†	.....	.....	.....	.....
4	Danbury & Norwalk, .....	14	14	2.39	†	.....	.....	.....	.....
5	Hartford & Conn. Valley,...	19	19	2.43	*	.....	.....	.....	.....
6	Hartford & Conn. Western,.	40	27	2.47	.....	76 15	27,961	109 55	63.7
7	Housatonic, .....	53	35	3.43	.....	109 72	33,770	162 87	116.27
8	M'd'n, W'rb'y & C'n. R'vr,	13	13	2.16	*	32.26	1,216	28.91	28.91
9	Naugatuck, .....	22	22	2.97	.....	.....	.....	.....	.....
10	New Haven & Derby, .....	7	7	1.85	.....	13.	3,860	13.	13.
11	New Haven & N'thmpton,.	41	20	3.03	*	.....	.....	.....	.....
12	New London Northern, .....	45	23	2.43	.....	102.	27,129	121.	56.
13	New York & New England,.	199	58	2.78	.....	489.60	131,051	465.50	293.97
14	N. Y., N. H. & Hartford,...	73	48	2.49	.....	631.569	224,934	508.08	405.31
15	N. Y., Providence & Boston,	58	8	2.12	.....	135.57	.....	86.34	17.
16	Norwich & Worcester, .....	25	16	3.06	†	.....	.....	.....	.....
17	Ridgefield & New York, .....	.....	.....	.....	.....	.....	.....	.....	.....
18	Rockville, .....	4	4	1.20	.....	.....	.....	.....	.....
19	Shepaug, Litchfield & N'th'n,	12	12	1.20	.....	10.54	8,495	32 23	32.28
20	Shore Line, .....	20	20	2.41	*	.....	.....	.....	.....
21	South Manchester, .....	2	2	1.13	.....	2.25	2,623	2 25	2 25
22	Stamford & New Canaan,...	5	5	1.53	*	.....	800	.....	.....
23	Watertown & Waterbury,...	3	3	1.43	*	.....	.....	.....	.....
	Total, .....	639	390	2.54	.....	1,583.599	461,844	1,529.73	941.69

\* Included in N. Y., N. H. & H. R. R. Co.      † Included in N. Y. & N. E. R. R. Co.      ‡ Included in Housatonic R. R. Co.      a Average.



TABLE XVIII.—EXPENSE PER TRAIN MILE.

Number.	RAILROADS.	129 Repairs of road bed, track, and bridges.	130 Salaries, labor, etc.	131 Miscellaneous.	MAINTENANCE OF MOTIVE POWER AND CARS.				
					1 2 Repairs of locomotives.	133 Repairs of cars.	134 Fuel.	135 Oil and waste.	
1	Boston & N. Y. Air Line, *								
2	Colchester, *								
3	Connecticut Central, †								
4	Danbury & Norwalk, †								
5	Hartford & Conn. Valley, *								
6	Hartford & Conn. Western, .	\$0.224	\$0.094	\$ .420	\$ .035	\$ .059	\$0.077		\$0.007
7	Housatonic, .....	.122	.240	.408	.034	.063	.089		.008
8	M'd'n, W'tb'y & C'n. Riv'r,	.273	.282	.160	.031	.015	.063		.010
9	Naugatuck, *								
10	New Haven & Derby, .....	.134	.371	.297	.045	.046	.072		.009
11	New Haven & N'th'mpton, *								
12	New London Northern, .....	.143	.225	.324	.051	.061	.114		.009
13	New York & New England, .	.137	.333	.454	.050	.065	.119		.006
14	N. Y., N. H. & Hartford, .	.192	.300	.652	.054	.086	.089		.007
15	N. Y., Providence & Boston,	.279	.327	.372	.049	.045	.110		.015
16	Norwich & Worcester, †								
17	Ridgefield & New York, .								
18	Rockville, †								
19	Shepaug, Litchf'd & N'thr'n,	.371	.233	.259	.039	.046	.118		.005
20	Shore Line, *								
21	South Manchester, .....	.312	.359		.122	.045	.093		.013
22	Stamford & New Canaan, *								
23	Watertown & Waterbury, *								
	Average, .....	\$0.176	\$0.299	\$0.528	\$0.050	\$0.073	\$0.100		\$0.009

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.

TABLE XIX. — PER TRAIN MILE.

Number.	RAILROADS.	EXPENSES.				EARNINGS.				
		136 Maintenance of way.	137 Motive power and cars.	138 Miscellaneous.	139 Total.	140 Total per last report.	141 Gross.	142 Same per last rept.	143 Net.	144 Same per last rept.
1	Boston & N. Y. Air Line,*									
2	Colchester,*									
3	Connecticut Central,†									
4	Danbury & Norwalk,†									
5	Hartford & Conn. Valley,*									
6	Hartford & Conn. Western,	\$0.224	\$0.178	\$0.335	\$0.739	\$0.670	\$1.034	\$0.972	\$0.295	\$0.302
7	Housatonic,	.122	.194	.454	.770	.912	1.045	1.193	.275	.280
8	M'd'n, W'rb'y & C'n. R'v't,	.273	.120	.324	.963	.802	1.084	1.022	.121	.220
9	Naugatuck,*									
10	New Haven & Derby,	.134	.174	.502	.811	1.540	1.421	2.650	.610	1.109
11	New Haven & N'th pt'n,*									
12	New London Northern,....	.143	.237	.310	.692	.703	1.046	1.083	.354	.380
13	New York & New England,	.137	.242	.504	.926	.843	1.244	1.261	.318	.418
14	N. Y., N. H. & Hartford,...	.192	.238	.714	1.145	1.064	1.503	1.519	.358	.455
15	N. Y., Providence & Boston,	.279	.221	.495	.995	.929	1.344	1.424	.349	.494
16	Norwich & Worcester,									
17	Ridgefield & New York,...									
18	Rockville,									
19	Shepaug, Litchf'd & N'thern,	.371	.210	.283	.864	.962	1.072	1.103	.208	.140
20	Shore Line,*									
21	South Manchester,.....	.312	.271	.580	1.164	.685	1.003	1.020		.336
22	Stamford & New Canaan,*									
23	Watertown & Waterbury,*									
	Average,.....	\$0.176	\$0.232	\$0.593	\$1.007	\$0.947	\$1.339	\$1.370	\$0.332	\$0.423

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.

TABLE XX.

Number.	RAILROADS.	RATES OF FREIGHT AND FARE PER MILE.				INCOME PER MILE CARRIED.			
		145	146	147	148	149	150	151	152
		Average rate received exclusive of commuters.	Average rate from commuters.	Average rate from all passengers.	Average rate of freight per ton.	From each passenger.	Same per last report.	From each ton of freight.	Same per last report.
1	Boston & N. Y. Air Line, *								
2	Colchester, *								
3	Connecticut Central, †								
4	Danbury & Norwalk, †								
5	Hartford & Conn. Valley,								
6	Hartford & Conn. Western,								
7	Housatonic,	\$0.0275	\$0.0095	\$0.0264	\$0.0214	\$0.0266	\$0.0263	\$0.0215	\$0.0211
8	M'd'n, W'trb'y & C'n. River,	.0200		.0248	.0244	.0242	.0247	.0244	.0252
9	Naugatuck, *	.0232	.0084	.0223	.0450	.0222	.0224	.0513	.1550
10	New Haven & Derby,	.0299	.0061	.0294	.0669	.0255	.0310	.0661	.0564
11	New Haven & N'th'mpt'n, *								
12	New London Northern,	.0310	.0072	.0270	.0131	.0270	.0279	.0131	.0126
13	New York & New England,	.0217	.0083	.0201	.0156	.0212	.0208	.0156	.0163
14	N. Y., N. Haven & H'tford,	.0200	.0046	.0168	.0178	.0169	.0173	.0177	.0196
15	N. Y., Providence & Boston,	.0200	.0083	.0191	.0260	.0191	.0161	.0260	.0231
16	Norwich & Worcester, †								
17	Ridgefield & New York,								
18	Rockville, †								
19	Shepaug, Litchf'd & N'th'm,	.0400		.0400	.0486	.0401	.0436	.0485	.6513
20	Shore Line, *								
21	South Manchester,	.0425	.0218	.0312	.1369	.0312	.0294	.1369	.1185
22	Stamford & New Canaan, *								
23	Watertown & Waterbury, *								
	Average, .....	\$0.0275	\$0.0094	\$0.0257	\$0.0415	\$0.0185	\$0.0188	\$0.0176	\$0.0198

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Included in Housatonic R. R. Co.



TABLE XXI.—GENERAL PERCENTAGE.

Number.	RAILROADS.	153 Gross earnings to capital and debt.	154 Net earnings to capital and debt.	155 Net earnings to permanent investment.	156 Net earnings to gross earnings.	157 Passenger receipts to gross earnings.	158 Freight receipts to gross earnings.	159 Operating expenses to gross earnings.
1	Boston & New York Air Line, *	*	*	*				
2	Colchester, .....	*	*	*				
3	Connecticut Central, †							
4	Danbury & Norwalk, .....							
5	Hartford & Conn. Valley, ..							
6	Hartford & Conn. Western, ..	10.95	3.13	3.15	28.56	33.20	61.55	71.44
7	Housatonic, .....	† 14.45	† 3.80	† 3.89	73.71	37.73	55.04	26.29
8	M'd'n, W'rb'y & C'n. River, ..	3.02	.34	.34	88.86	23.74	71.55	11.14
9	Naugatuck, .....							
10	New Haven & Derby, .....	11.16	4.79	4.61	57.05	46.79	48.90	42.95
11	New Haven & Northampton, ..							
12	New London Northern, .....	19.96	6.76	6.71	66.15	33.94	60.56	33.85
13	New York & New England, ..	12.25	3.13	3.14	74.42	33.54	59.50	25.58
14	N. Y., New Haven & H'd'd, ..	28.52	6.87	6.46	23.23	49.76	40.77	76.77
15	N. Y., Providence & Boston, ..	30.31	7.87	6.66	74.05	53.63	40.34	25.95
16	Norwich & Worcester, †							
17	Ridgefield & New York, .....							
18	Rockville, †							
19	Shepaug, Litchfield & N'th'm, ..	11.70	2.28	2.21	80.52	24.53	70.76	19.48
20	Shore Line, .....	*	*	*				
21	South Manchester, .....	25.50				59.03	40.67	
22	Stamford & New Canaan, .....	*	*	*				
23	Watertown and Waterbury, ..	*	*	*				
	Average, .....	18.88	4.69	4.06	24.31	43.25	48.58	75.18

\* Included in N. Y., H. N. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

‡ Includes Danbury &amp; Norwalk R. R. Co.

TABLE XXII.—ACCIDENTS IN CONNECTICUT RESULTING IN DEATH OR INJURY TO PERSONS.

Number.	RAILROADS.	GENERAL STATEMENT.						HIGHWAY CROSSINGS.		EMPLOYEES.					PASSENGERS.		TRESPASSERS.	
		Passen- gers.	Em- ployees.	Tres- passers.	Adults.	Children.	Total.	Fatal.	Not Fatal.	Falling from car.	Coupling or un- coupling cars.	Other causes.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
1	Boston & New York Air Line,																	
2	Colchester, . . . . .																	
3	Connecticut Central, . . . . .																	
4	Danbury & Norwalk, . . . . .																	
5	Hartford & Conn. Valley, . . . . .																	
6	Hartford & Conn. Western, . . . . .		2		2		2				2							
7	Housatonic, . . . . .	1	18	8	27		27	10	17	1	8	9	4	14	1	6	2	
8	M'd'n, W'tb'y & C'n. River,																	
9	Naugatuck, . . . . .																	
10	New Haven & Derby, . . . . .		2	3	4	1	5	1	4			2		2		1	2	
11	New Haven & Northampton, . . . . .																	
12	New London & Northern, . . . . .		3	2	5		5	1	4	1		2	1	2				
13	New York & New England, . . . . .	4	158	23	181	4	186	15	170	31	51	76	9	149	4	6	17	
14	N. Y., New Haven & H'd'd, . . . . .	13	150	91	244	10	254	66	188	21	71	58	16	134	2	48	43	
15	N. Y., Providence & Boston, . . . . .			3	3		3	3								3		
16	Norwich & Worcester, . . . . .																	
17	Ridgefield & New York, . . . . .																	
18	Rockville, . . . . .																	
19	Shepaug, Litchf'd & N'th'n, . . . . .																	
20	Shore Line, . . . . .																	
21	South Manchester, . . . . .		1		1		1		1		1			1				
22	Stamford & New Canaan, . . . . .																	
23	Watertown & Waterbury, . . . . .																	
	Total, . . . . .	18	334	130	467	15	482	96	386	54	133	147	30	304	2	64	66	

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK ISSUED.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & New York Air Line,	\$3,808,600.00	\$3,818,400.00	\$3,825,100.00	\$3,834,800.00	3,861,180.88
2	Colchester,.....	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
3	Connecticut Central,.....	448,500.00	448,500.00	448,500.00	448,500.00	.....
4	Danbury & Norwalk,.....	600,000.00	600,000.00	600,000.00	600,000.00	600,000.00
5	Hartford & Conn. Valley,...	723,200.00	723,200.00	723,200.00	723,200.00	799,200.00
6	Hartford & Conn. Western,...	2,530,700.00	2,540,300.00	2,550,200.00	2,600,000.00	2,627,300.00
7	Housatonic,.....	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	3,150,400.00
8	Meriden & Cromwell,.....	255,000.00	300,000.00	300,000.00	300,000.00	*500,000.00
9	Naugatuck,.....	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
10	New Haven & Derby,.....	446,600.00	446,600.00	446,600.00	446,600.00	447,000.00
11	New Haven & Northampton,	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
12	New London & Northern,.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
13	New York & New England,...	18,120,000.00	18,699,000.00	21,213,000.00	21,662,000.00	21,934,000.00
14	N. Y., N. Haven & Hartford,	15,500,000.00	15,500,000.00	15,500,000.00	15,500,000.00	15,500,000.00
15	N. Y., Providence & Boston,	3,000,000.00	3,000,000.00	3,000,000.00	3,000,000.00	3,000,000.00
16	Norwich & Worcester,.....	2,604,400.00	2,604,400.00	2,604,400.00	2,604,400.00	2,604,400.00
17	Ridgefield & New York,...	246,550.00	246,550.00	246,550.00	246,550.00	246,550.00
18	Rockville,.....	108,750.00	108,750.00	108,750.00	108,750.00	108,750.00
19	Shepaug, Litchfield & North,	4299,700.00	4299,700.00	4299,850.00	4580,950.00	591,750.00
20	Shore Line,.....	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
21	Stamford & New Canaan,...	99,877.46	99,877.46	99,877.46	99,877.46	99,877.46
22	South Manchester,.....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
23	Watertown & Waterbury,...	118,200.00	118,200.00	118,200.00	118,200.00	118,200.00
	Total,.....	\$57,935,077.46	\$58,578,477.46	\$61,109,227.46	\$61,975,727.46	\$63,213,608.34

\* Meriden, Waterbury &amp; Connecticut River R. R. Co.

† Shepaug R. R. Co.



## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & New York Air Line,	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00
2	Colchester,.....	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
3	Connecticut Central,.....	325,000.00	325,000.00	325,000.00	325,000.00	.....
4	Danbury & Norwalk,.....	650,000.00	650,000.00	650,000.00	650,000.00	650,000.00
5	Hartford & Conn. Valley,...	150,000.00	150,000.00	137,500.00	1,000.00	.....
6	Hartford & Conn. Western, ..	510,000.00	510,000.00	610,000.00	610,000.00	608,000.00
7	Housatonic,.....	1,116,000.00	1,096,500.00	1,120,000.00	1,120,000.00	3,080,000.00
8	Mer., Waterbury & Conn. Riv.	.....	.....	.....	.....	200,000.00
9	Naugatuck,.....	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00
10	New Haven & Derby,.....	525,000.00	525,000.00	525,000.00	525,000.00	525,000.00
11	New Haven & Northampton,	3,200,000.00	3,200,000.00	3,900,000.00	3,900,000.00	3,900,000.00
12	New London Northern,.....	1,499,500.00	1,499,500.00	1,499,500.00	1,499,500.00	1,499,500.00
13	New York & New England, ..	15,801,317.88	14,031,000.00	14,361,000.00	14,361,000.00	15,000,000.00
14	N. Y., N. Haven & Hartford, ..	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
15	N. Y., Providence & Boston, ..	1,300,000.00	1,300,000.00	1,300,000.00	1,300,000.00	1,300,000.00
16	Norwich & Worcester,.....	400,000.00	400,000.00	400,000.00	400,000.00	400,000.00
17	Ridgefield & New York,.....	.....	.....	.....	.....	.....
18	Rockville,.....	.....	.....	.....	.....	.....
19	Shepaug, Litchfield & North'n,	*400,000.00	*400,000.00	*400,000.00	.....	.....
20	Shore Line,.....	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00
21	Stamford & New Canaan,.....	.....	.....	.....	.....	.....
22	South Manchester,.....	.....	.....	.....	.....	.....
23	Watertown & Waterbury,...	19,000.00	19,000.00	19,000.00	19,000.00	19,000.00
Total,.....		\$28,770,817.88	\$26,981,000.00	\$28,121,700.00	\$27,586,100.00	\$30,056,500.00

\* Shepaug R. R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FLOATING DEBT.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & New York Air Line,	.....	.....	.....	.....	.....
2	Colchester,	.....	.....	.....	.....	.....
3	Connecticut Central,	\$120,019.16	\$142,769.16	\$165,519.16	\$188,269.16	.....
4	Danbury & Norwalk,	59,469.87	79,803.17	77,045.48	.....	.....
5	Hartford & Conn. Valley,	61,115.45	47,259.57	21,823.96	51,190.22	\$33,347.15
6	Hartford & Conn. Western,	198,092.68	200,961.89	50,634.18	33,090.25	34,496.97
7	Housatonic,	272,639.24	249,599.40	340,718.16	225,705.80	42,815.43
8	Meriden & Cromwell,	.....	40,469.47	70,269.32	79,421.39	*623,297.77
9	Naugatuck,	78,412.51	66,918.64	78,209.43	94,326.63	.....
10	New Haven & Derby,	77,904.90	298,455.37	298,942.24	452,187.27	584,002.85
11	New Haven & Northampton,	807,320.32	859,128.52	175,544.55	181,820.30	.....
12	New London Northern,	177,253.73	178,963.59	126,838.69	138,624.84	137,274.59
13	New York & New England,	2,181,319.83	4,107,987.67	2,263,406.25	2,634,339.98	2,545,383.16
14	N. Y., N. Haven & Hartford,	581,822.00	610,264.06	641,687.80	837,224.94	1,965,740.99
15	N. Y., Providence & Boston,	.....	.....	.....	.....	.....
16	Norwich & Worcester,	93,301.18	118,121.21	185,641.78	171,043.57	424,727.35
17	Ridgefield & New York,	.....	.....	.....	.....	.....
18	Rockville,	18,831.90	18,000.00	17,500.00	16,900.00	16,900.00
19	Shepaug, Litchfield & North,	1210,000.00	1238,000.00	1266,000.00	10,000.00	10,000.00
20	Shore Line,	.....	.....	.....	.....	.....
21	Stamford & New Canaan,	2,960.56	.....	.....	.....	.....
22	South Manchester,	24,617.56	21,338.48	16,424.55	13,210.49	26,660.76
23	Watertown & Waterbury,	14,540.00	15,870.00	17,200.00	18,530.00	19,860.00
	Total,	\$4,979,560.41	\$7,294,310.20	\$4,823,404.95	\$5,145,884.84	\$6,464,507.02

\* Meriden, Waterbury &amp; Connecticut River R. R. Co.

† Shepaug R. R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PERMANENT INVESTMENTS.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & New York Air Line,	\$4,566,169.77	\$4,566,169.77	\$4,566,169.77	\$4,566,169.77	\$4,566,169.77
2	Colchester,.....	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
3	Connecticut Central,.....	770,655.25	770,655.25	770,655.25	770,655.25	770,655.25
4	Danbury & Norwalk,.....	1,365,687.25	1,380,119.99	1,399,242.72	1,399,242.72	1,399,242.72
5	Hartford & Conn. Valley,...	890,940.99	896,647.07	896,647.07	896,647.07	896,647.07
6	Hartford & Conn. Western,...	3,239,312.03	3,239,212.03	3,239,212.03	3,239,747.91	3,241,064.97
7	Housatonic,.....	3,332,887.38	3,333,499.39	3,379,539.39	3,466,931.63	5,937,054.41
8	Meriden & Cromwell,.....	252,137.48	337,900.23	351,544.84	360,110.64	*1,295,276.99
9	Naugatuck,.....	2,423,284.02	2,423,284.02	2,423,284.02	2,423,284.02	2,423,284.02
10	New Haven & Derby,.....	1,126,988.89	1,133,809.42	1,133,884.42	1,150,646.62	1,617,882.53
11	New Haven & Northampton,	6,577,338.37	6,580,368.24	6,580,368.24	6,581,192.74	6,581,192.74
12	New London Northern,.....	3,113,192.07	3,143,052.07	3,154,264.80	3,160,789.72	3,162,389.72
13	New York & New England,...	36,664,055.25	36,708,040.72	36,882,293.53	37,320,674.93	37,846,293.43
14	N. Y., N. Haven & Hartford,	16,660,636.52	16,679,328.11	16,764,737.08	17,437,319.50	19,583,728.36
15	N. Y., Providence & Boston,	4,068,266.14	4,155,463.12	4,213,441.95	4,445,932.00	5,080,445.18
16	Norwich & Worcester,.....	3,458,349.89	3,455,611.20	3,492,414.57	3,530,065.10	3,752,135.70
17	Ridgefield & New York, ...	214,450.00	214,450.00	214,450.00	214,450.00	214,450.00
18	Rockville,.....	170,105.65	170,105.65	170,105.65	170,105.65	170,105.65
19	Shepaug, Litchf'd & North'n,	4268,523.78	4268,523.78	4268,523.78	604,000.00	618,442.16
20	Shore Line,.....	1,169,496.10	1,169,496.10	1,169,496.10	1,169,496.10	1,169,496.10
21	Stamford & New Canaan,...	102,155.06	99,877.46	99,877.46	99,877.46	99,877.46
22	South Manchester,.....	86,766.76	86,766.76	87,788.63	89,788.63	98,715.92
23	Watertown & Waterbury,...	134,248.43	134,248.43	134,248.43	134,248.43	134,248.00
	Total,.....	\$90,705,647.38	\$90,996,628.51	\$91,442,189.73	\$93,281,375.29	\$99,939,042.90

\* Meriden, Waterbury &amp; Connecticut River R. R. Co.

† Shepaug R. R. Co.



## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL INCOME.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & N. Y. Air Line, . . . . .					
2	Colchester, . . . . .					
3	Connecticut Central, . . . . .					
4	Danbury & Norwalk, . . . . .	\$211,658.46	\$220,806.49	\$232,960.39	† \$244,186.62	†
5	Hartford & Conn. Valley, . . . . .	210,684.42	201,262.61	217,977.22	224,545.77	*
6	Hartford & Conn. Western, . . . . .	333,825.61	311,062.27	348,964.51	350,484.38	\$358,238.33
7	Housatonic, . . . . .	717,959.13	651,667.86	694,744.84	982,549.62	1,087,413.41
8	Meriden & Cromwell, . . . . .		11,572.96	24,771.13	27,284.70	139,906.24
9	Naugatuck, . . . . .	676,714.76	651,242.26	704,336.48	725,827.99	*
10	New Haven & Derby, . . . . .	158,206.34	150,737.67	162,678.60	161,975.22	173,778.84
11	New Haven & Northampton, . . . . .	835,813.56	799,684.45	838,069.09	820,857.05	*
12	New London & Northern, . . . . .	578,222.36	552,059.35	629,700.13	609,859.23	626,391.57
13	New York & New England, . . . . .	3,337,902.46	3,280,410.67	3,863,994.25	4,217,685.03	5,273,451.01
14	N. Y., N. Haven & Hartford, . . . . .	6,887,258.65	6,895,824.75	7,601,946.41	7,890,209.28	9,889,298.12
15	N. Y., Providence & Boston, . . . . .	1,185,330.61	1,139,886.05	1,237,120.26	1,276,797.91	1,303,169.25
16	Norwich & Worcester, . . . . .	724,857.43	677,719.35	748,659.06	772,967.15	†
17	Ridgefield & New York, . . . . .					
18	Rockville, . . . . .					
19	Shepaug, Litchfield & North'n . . . . .	a 62,933.58	a 68,940.21	a 68,383.99	70,817.21	70,398.80
20	Shore Line, . . . . .					
21	Stamford & New Canaan, . . . . .					
22	South Manchester, . . . . .	12,931.38	12,575.57	14,832.58	17,495.42	16,993.54
23	Watertown & Waterbury, . . . . .					
	Total, . . . . .	\$15,934,298.75	\$15,625,452.52	\$17,389,138.94	\$18,149,355.96	\$18,839,042.11

\* Included in N. Y., N. H. & H. R. R. Co.  
 a Shepaug R. R. Co.  
 † N. Y. & N. E. R. R. Co.  
 ‡ Included in Housatonic R. R. Co.  
 1 Meriden, Waterbury & Conn. River R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & New York Air Line,	.....	.....	.....	.....	.....
2	Colchester,.....	.....	.....	.....	.....	.....
3	Connecticut Central,.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk,.....	\$125,938.50	\$130,430.26	\$140,450.16	† \$150,141.98	†.....
5	Hartford & Conn. Valley,...	203,276.30	186,025.36	173,686.40	183,449.45	*.....
6	Hartford & Conn. Western,...	337,488.85	300,699.73	247,668.76	241,688.17	\$255,935.35
7	Housatonic,.....	546,597.88	459,279.92	508,057.65	751,282.22	801,594.75
8	Meriden & Cromwell,.....	.....	9,241.78	19,026.68	21,408.35	135,461.96
9	Naugatuck,.....	418,749.81	406,376.62	449,523.33	444,617.23	*.....
10	New Haven & Derby,.....	92,749.09	86,957.82	88,178.73	94,140.82	*.....
11	New Haven & Northampton,	570,928.42	532,749.14	578,734.23	681,165.87	.....
12	New London Northern,.....	344,492.88	312,608.65	327,635.08	396,048.03	414,333.55
13	New York & New England,	2,905,512.78	2,404,288.11	2,565,599.92	2,820,377.72	3,924,688.73
14	N. Y., N. Haven & Hartford,	4,752,520.79	4,563,939.09	4,911,759.88	5,526,819.84	7,592,062.99
15	N. Y., Providence & Boston,	696,009.16	729,124.62	829,682.29	833,847.67	964,823.44
16	Norwich & Worcester,.....	456,862.42	421,178.14	466,356.32	479,245.17	†.....
17	Ridgefield & New York,.....	.....	.....	.....	.....	.....
18	Rockville,.....	.....	.....	.....	.....	.....
19	Shepaug, Litchfield & Nort'n,	a 55,908.85	a 64,612.65	a 54,788.09	61,778.45	56,698.96
20	Shore Line,.....	.....	.....	.....	.....	.....
21	Stamford & New Canaan,...	.....	.....	.....	.....	.....
22	South Manchester,.....	9,713.55	9,702.69	8,770.19	11,734.77	19,719.68
23	Watertown & Waterbury,...	.....	.....	.....	.....	.....
	Total,.....	\$11,516,748.78	\$10,617,214.58	\$11,477,792.56	\$12,547,603.76	\$14,164,465.51

\* Included in N. Y., N. H. & H. R. R. Co.  
 a Shepaug R. R. Co.

† Included in N. Y. & N. E. R. R. Co.  
 i Meriden, Waterbury & Conn. River R. R. Co.

‡ Included in Housatonic R. R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM PASSENGERS.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & N. York Air Line,					
2	Colchester,					
3	Connecticut Central,					
4	Danbury & Norwalk,	\$101,611.78	\$104,944.88	\$109,678.90	\$124,331.57	†
5	Hartford & Conn. Valley,	114,338.67	113,839.32	118,813.33		*
6	Hartford & Conn. Western,	134,428.68	116,905.89	117,006.26	117,965.44	\$118,951.41
7	Housatonic,	230,230.32	220,823.14	245,294.23	389,138.75	410,354.56
8	Meriden & Cromwell,		2,469.23	2,857.64	2,911.45	19,473.40
9	Naugatuck,	266,074.77	251,767.22	262,609.55	259,775.62	*
10	New Haven & Derby,	82,616.55	66,153.22	70,321.80	72,686.17	81,322.16
11	New Haven & Northampton,	214,437.18	204,604.02	219,053.46	220,624.55	*
12	New London Northern,	202,574.88	201,280.90	215,928.29	215,766.74	
13	New York & New England,	1,095,530.38	1,139,915.34	1,296,895.97	1,386,488.05	212,590.72
14	N. Y., N. Haven & Hartford,	3,918,408.72	3,945,141.35	4,225,698.20	4,319,652.77	1,768,814.57
15	N. Y., Providence & Boston,	633,241.56	599,653.00	652,881.69	680,210.51	4,921,444.37
16	Norwich & Worcester,	194,010.86	181,754.00	193,062.59	204,446.13	698,843.29
17	Ridgefield & New York,					†
18	Rockville,					
19	Shepaug, Litchf'd & North'n,	413,975.58	415,326.71	416,171.53	17,893.59	17,267.57
20	Shore Line,					
21	Stamford & New Canaan,					
22	South Manchester,	7,065.94	6,811.70	8,297.82	9,677.99	10,032.82
23	Watertown & Waterbury,					
	Total,	\$7,208,545.77	\$7,171,389.22	\$7,754,571.26	\$8,021,169.33	\$8,249,094.87

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

a Shepaug R. R. Co.

† Included in Housatonic R. R. Co.



## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM FREIGHT.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & N. Y. Air Line, . . . . .					
2	Colchester, . . . . .					
3	Connecticut Central, . . . . .					
4	Danbury & Norwalk, . . . . .	\$101,560.56	\$108,334.56	\$115,402.27	†	†
5	Hartford & Conn. Valley, . . . . .	85,929.51	77,737.38	86,560.04	\$87,152.13	*
6	Hartford & Conn. Western, . . . . .	182,204.51	175,306.19	213,437.66	214,245.23	\$220,491.24
7	Housatonic, . . . . .	377,975.53	350,976.81	362,440.28	549,843.12	598,500.55
8	Meriden & Cromwell, . . . . .		8,957.33	21,782.49	24,198.45	128,553.79
9	Naugatuck, . . . . .	375,513.00	362,427.63	397,444.52	425,766.87	*
10	New Haven & Derby, . . . . .	70,146.03	79,283.99	86,225.92	83,144.24	*
11	New Haven & Northampton, . . . . .	573,841.83	548,774.78	573,497.60	553,544.50	
12	New London Northern, . . . . .	348,626.64	324,308.34	381,708.46	363,931.93	379,338.99
13	New York & New England, . . . . .	1,955,685.83	1,839,999.25	2,262,479.18	2,485,912.85	3,137,845.12
14	N. Y., N. Haven & Hartford, . . . . .	2,440,919.36	2,423,593.78	2,795,240.72	2,952,361.81	4,032,611.81
15	N. Y., Providence & Boston, . . . . .	473,396.83	464,514.04	508,051.38	518,673.36	525,737.88
16	Norwich & Worcester, . . . . .	506,612.25	471,328.62	530,664.13	517,689.85	†
17	Ridgefield & New York, . . . . .					
18	Rockville, . . . . .					
19	Shepaug, Litchfield & North'n, . . . . .	a 39,289.38	a 43,728.84	a 42,011.71	46,152.42	49,818.74
20	Shore Line, . . . . .					
21	Stamford & New Canaan, . . . . .					
22	South Manchester, . . . . .	5,815.40	5,713.83	6,484.72	7,767.39	6,913.68
23	Watertown & Waterbury, . . . . .					
	Total, . . . . .	\$7,537,516.66	\$7,284,985.37	\$8,383,431.08	\$8,830,384.15	\$9,064,789.57

\* Included in N. Y., N. H. & H. R. R. Co.  
† Included in N. Y. & N. E. R. R. Co.  
a Shepaug R. R. Co.  
‡ Included in Housatonic R. R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & N. Y. Air Line,					
2	Colchester,					
3	Connecticut Central,					
4	Danbury & Norwalk,	398,242	430,143	447,561		
5	Hartford & Conn. Valley,	346,535	345,630	364,149	381,135	
6	Hartford & Conn. Western,	298,082	265,658	268,778	274,077	294,414
7	Housatonic,	367,080	340,954	382,526	926,395	1,021,625
8	Meriden & Cromwell,		18,271	17,233	18,324	134,414
9	Naugatuck,	556,950	509,272	528,710	659,389	
10	New Haven & Derby,	196,247	182,312	193,798	232,598	303,758
11	New Haven & Northampton,	494,286	490,453	538,084	532,370	
12	New London Northern,	412,073	407,351	471,700	506,882	535,124
13	New York & New England,	4,368,090	4,620,579	5,240,906	5,698,794	6,852,379
14	N. Y., N. H. & Hartford,	7,582,213	7,765,575	8,267,310	9,361,426	11,835,812
15	N. Y., Providence & Boston,	1,361,463	1,431,264	1,581,740	2,008,496	1,929,956
16	Norwich & Worcester,	454,011	507,233	565,455	604,162	
17	Ridgefield & New York,					
18	Rockville,					
19	Shepaug, Litchf'd & North'n,	a16,554	a18,396	a18,758	20,516	22,561
20	Shore Line,					
21	Stamford & New Canaan,					
22	South Manchester,	105,748	102,830	124,673	146,057	142,623
23	Watertown & Waterbury,					
	Total,	16,957,574	17,430,921	19,011,381	21,380,621	22,972,666

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Meriden, Waterbury &amp; Connecticut River R. R. Co.

† Included in N. Y. &amp; N. E. R. R. Co.

a Shepaug R. R. Co.

† Included in Housatonic R. R. Co.

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TONS OF FREIGHT CARRIED.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & N. Y. Air Line,...					
2	Colchester,.....					
3	Connecticut Central,.....					
4	Danbury & Norwalk,.....	86,426	104,944	115,240		
5	Hartford & Conn. Valley,....	79,224	74,212	78,326	86,082	
6	Hartford & Conn. Western,...	193,793	190,800	230,813	219,365	237,253
7	Housatonic,.....	290,868	285,483	306,278	452,724	503,271
8	Meriden & Cromwell,.....		8,957	21,580	29,949	143,319
9	Naugatuck,.....	335,585	282,632	331,437	369,410	*
10	New Haven & Derby,.....	111,884	104,106	123,689	127,122	110,420
11	New Haven & Northampton,...	491,217	448,714	503,016	556,569	*
12	New London Northern,.....	504,848	417,651	497,573	546,096	
13	New York & New England,...	1,786,331	1,715,661	2,099,339	2,225,141	2,552,332
14	N. Y., N. H. & Hartford,....	2,181,250	2,148,463	2,376,195	2,602,157	3,169,531
15	N. Y., Providence & Boston,...	448,008	487,368	492,837	511,959	498,625
16	Norwich & Worcester,.....	609,864	546,059	689,749	636,029	†
17	Ridgefield & New York,....					
18	Rockville,.....					
19	Shepaug, Litchfield & North'n,	a 31,246	a 39,121	a 37,773	47,987	56,216
20	Shore Line,.....					
21	Stamford & New Canaan,...					
22	South Manchester,.....	18,775	19,826	21,970	29,122	23,441
23	Watertown & Waterbury,...					
	Total,.....	8,169,319	6,873,997	7,925,815	8,439,712	7,729,549

\* Included in N. Y., N. H. &amp; H. R. R. Co.

† Included in N. Y. & N. E. R. R. Co.  
a Shepaug R. R. Co.

† Included in Housatonic R. R. Co.



## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & New York Air Line,	\$118,950.00	\$120,130.00	\$119,980.00	\$121,360.00	\$119,920.00
2	Colchester, .....					
3	Connecticut Central, .....					
4	Danbury & Norwalk, .....	14,997.50	29,995.00	14,997.50	30,000.00	
5	Hartford & Conn. Valley, .....				15,984.00	31,968.00
6	Hartford & Conn. Western, ..	594.00	144.00	148.50	760.50	396.00
7	Housatonic, .....	94,400.00	82,600.00	70,800.00	35,400.00	
8	Meriden & Cromwell, .....					
9	Naugatuck, .....	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00
10	New Haven & Derby, .....					
11	New Haven & Northampton,					24,600.00
12	New London Northern, .....	90,000.00	90,000.00	90,000.00	93,750.00	105,000.00
13	New York & New England, ..			133,000.00	135,975.00	139,416.67
14	N. Y., N. Haven & Hartford,	1,550,000.00	1,550,000.00	1,550,000.00	1,550,000.00	1,550,000.00
15	N. Y., Providence & Boston,	240,000.00	240,000.00	240,000.00	300,000.00	300,000.00
16	Norwich & Worcester, .....	259,780.00	233,802.00	207,824.00	207,824.00	207,824.00
17	Ridgefield & New York, .....					
18	Rockville, .....	2,400.00	2,400.00	2,400.00	2,400.00	2,400.00
19	Shepaug, Litchfield & North				35,820.00	
20	Shore Line, .....	75,000.00	75,000.00	75,000.00	75,000.00	72,000.00
21	Stamford & New Canaan, ..	7,495.11	4,000.00	4,000.00	4,000.00	4,000.00
22	South Manchester, .....					
23	Watertown & Waterbury, .....					
	Total, .....	\$2,654,116.61	\$2,628,071.00	\$2,708,150.00	\$2,808,273.50	\$2,757,524.67

## COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1884.	1885.	1886.	1887.	1888.
1	Boston & New York Air Line,	\$26,840.00	\$26,840.00	\$26,750.00	\$26,750.00	\$26,750.00
2	Colchester,.....	.....	.....	.....	.....	.....
3	Connecticut Central,.....	.....	22,750.00	22,750.00	.....	.....
4	Danbury & Norwalk,.....	40,998.00	43,552.61	43,529.61	53,750.60	.....
5	Hartford & Conn. Valley,...	7,712.94	6,336.00	4,305.83	3,984.76	48.00
6	Hartford & Conn. Western,...	29,704.65	44,412.95	33,279.32	30,502.45	30,249.17
7	Housatonic,.....	46,804.83	63,316.27	57,875.81	60,884.01	72,948.05
8	Meriden & Cromwell,.....	.....	236.66	3,261.96	4,787.72	2,126.80
9	Naugatuck,.....	3,855.69	4,464.57	4,527.32	3,496.05	6,000.00
10	New Haven & Derby,.....	22,938.60	38,916.34	41,900.69	41,041.52	37,375.00
11	New Haven & Northampton,	242,196.41	238,217.24	232,425.25	292,232.21	233,000.00
12	New London Northern,.....	95,418.04	101,391.49	84,847.92	86,350.00	86,383.83
13	New York & New England,	1,008,495.71	992,535.72	1,067,087.03	969,019.89	999,258.07
14	N. Y., N. Haven & Hartford,	250,051.58	250,000.00	250,000.00	250,000.00	269,832.74
15	N. Y., Providence & Boston,	81,994.48	83,226.02	80,917.84	82,000.00	82,813.63
16	Norwich & Worcester,.....	24,678.59	24,395.86	24,157.52	27,165.46	24,000.00
17	Ridgefield & New York,.....	.....	.....	.....	.....	.....
18	Rockville,.....	1,258.02	1,089.90	1,057.50	1,050.00	1,005.00
19	Shepaug, Litchfield & North'n	.....	.....	.....	13.50	631.98
20	Shore Line,.....	9,149.57	9,140.95	9,114.44	9,123.51	9,060.38
21	Stamford & New Canaan,...	.....	.....	.....	.....	.....
22	South Manchester,.....	.....	.....	.....	.....	.....
23	Watertown & Waterbury,...	.....	.....	.....	.....	.....
Total,.....		\$1,892,097.11	\$1,950,822.58	\$1,965,038.04	\$1,889,001.08	\$1,881,462.65

COMPARATIVE STATEMENT FOR FIVE YEARS.

		ACCIDENTS TO PASSENGERS IN CONNECTICUT.									
Number.	RAILROADS.	1884.		1885.		1886.		1887.		1888.	
		Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.
1	Boston & N. Y. Air Line,...										
2	Colchester,.....										
3	Connecticut Central,.....										
4	Danbury & Norwalk,.....					1					
5	Hartford & Conn. Valley,...						2		1		
6	Hartford & Conn. Western,...										
7	Housatonic,.....										1
8	M'd'n, W't'r'y & C'n. Riv'r,										
9	Naugatuck,.....			1							
10	New Haven & Derby,.....	1	1								
11	New Haven & North'pton,...							1	1		
12	New London Northern,...										
13	New York & New England,...		4	2	4		22		6		4
14	N. Y., N. H. & Hartford,...		4	1	3	3	13	2	14	2	11
15	N. Y., Providence & Boston,										
16	Norwich & Worcester,...					1					
17	Ridgefield & New York,...										
18	Rockville,.....										
19	Shepaug, Litchfield & N't'n,										
20	Shore Line,.....										
21	Stamford & New Canaan,...										
22	South Manchester,.....										
23	Watertown & Waterbury,...										
	Total, .....	1	9	5	7	5	37	3	22	2	16



## SUMMARY OF THE FOREGOING TABLES.

	1887.	1888.	INCREASE.	DECREASE.
Capital stock issued,.....	\$61,975,727.46	\$63,213,608.34	\$1,237,880.88	
Capital stock held in Connecticut,...	20,158,577.46	18,544,577.46		\$1,614,000.00
Funded debt,.....	27,584,500.00	30,056,500.00	2,472,000.00	
Floating debt,.....	5,145,884.84	6,464,507.02	1,318,622.18	
Total stock and debt,.....	94,706,112.30	99,734,615.36	5,028,503.06	
Permanent investment,.....	93,281,375.29	99,939,042.90	6,657,667.61	
Gross earnings,.....	18,149,355.96	18,839,042.11	689,686.15	
Operating expenses,.....	12,547,603.76	14,164,465.51	1,616,861.75	
Net earnings,.....	5,601,752.20	4,677,299.74		924,452.46
Paid for taxes,.....	751,623.79	841,477.33	89,853.54	
Paid for interest,.....	1,889,001.08	1,881,462.65		7,538.43
Paid for dividends,.....	2,808,272.50	2,757,524.67		50,748.83
Income from passengers,.....	8,021,169.33	8,249,094.87	227,925.54	
Income from freight,.....	8,830,384.15	9,064,789.57	234,405.42	
Paid for maintenance of way,.....	2,266,598.76	2,481,516.38	214,917.62	
Paid for maintenance of motive power and cars,.....	2,910,208.19	3,272,340.45	362,132.26	
	Miles.	Miles.	Miles.	Miles.
Total length of main line and branches,.....	1,408.360	1,442.58	34.220	
Total of same in Connecticut,.....	973.360	990.70	17.340	
Total length of sidings,.....	441.543	478.30	36.757	
Total of same in Connecticut,.....	300.207	307.62	7.413	
Total length of double track,.....	301.790	310.76	8.970	
Total of same in Connecticut,.....	174.070	183.22	9.150	
Run by passenger trains,.....	6,347,192	6,849,291	502,099	
Run by freight trains,.....	4,308,164	4,673,783	365,619	
Total run by all trains,.....	13,239,632	14,075,440	835,808	
Total passenger mileage,.....	426,503,987	445,161,098	18,657,111	
Total freight mileage,.....	446,402,652	513,904,369	67,501,717	
Number of passengers carried,.....	21,380,621	22,972,666	1,592,045	
Number of tons of freight carried,...	8,439,712	7,729,549		710,163
Highway grade crossings in Connecticut,.....	1,215	1,184		31
Number of men employed,.....	13,196	14,267	1,071	
Number of engines,.....	418	423	10	
Number of cars,.....	12,113	12,935	822	
Passengers injured — fatal,.....	3	2		1
Passengers injured — not fatal,.....	22	16		6
Employees injured — fatal,.....	22	30	8	
Employees injured — not fatal,.....	208	301	96	
Trespassers injured — fatal,.....	73	64		9
Trespassers injured — not fatal,.....	64	66	2	
Injuries at highway crossings — fatal,.....	22	2		20
Injuries at highway crossings — not fatal,.....	13	11		2

*Names of Railroad Commissioners, Commencement of Term, and  
Residence.*

Zaccheus W. Bissell,*	Sharon,	1853	
Moses B. Harvey,*	Stafford,	1853	
John Stewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,	Killingly,	1856	
Patten Fitch,	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,	Stafford,	1866	
Albert Austin,	Suffield,	1867	
James Pike,	Sterling,	1868	
Charles H. Denison,	Stonington,	1869	resigned.
Simeon Gallup,*	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,	Sterling,	1871	resigned.
Simeon Gallup,*	Groton,	1872	to fill vacancy.
Andrew Northrop,	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,	Danbury,	1877	to fill vacancy.
John W. Bacon,	Danbury,	1878	
Francis A. Walker,	New Haven,	1879	resigned, Nov.
William H. Hayward,	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,	Danbury,	1881	
William H. Hayward,	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,	Danbury,	1884	
William H. Hayward,	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	

Clerk,.....GEORGE T. UTLEY,

HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

\* Deceased.

## CONTENTS OF TABLES.

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### RAILROADS.

- 1 Name of, and branches.
- 2 Date of charter.
- 3 Commenced operations.
- 4 Runs from.
- 5 " to.
- 6 Length of main line and branches.
- 7 " " " in Connecticut.
- 8 " double track.
- 9 " " in Connecticut.
- 10 " sidings.
- 11 " " in Connecticut.
- 12 Total length of road, single-track miles
- 13 " " " " in Connecticut

### CAPITAL STOCK.

- 14 Authorized by charter.
- 15 " " vote of company.
- 16 Issued for cash.
- 17 " " bonds.
- 18 " " stock of other corporations.
- 19 " " undivided earnings.
- 20 " " increased valuation.
- 21 " otherwise.
- 22 Total amount issued.
- 23 " " " per last report.
- 24 Issued per mile of road.
- 25 Amount held in Connecticut.
- 26 " " " " per last report.
- 27 Par value of shares.
- 28 Number of stockholders in Connecticut.
- 29 " " " " " per last report



## DEBT.

- 30 Rate of interest for funded.
- 31 Unpaid interest on funded.
- 32 Total amount       “
- 33     “       “       “       per last report.
- 34 Amount of bills payable.
- 35     “     “     “     “       per last report.
- 36 Accounts payable.
- 37 Total debt.
- 38     “     “       per last report.
- 39 Proportion per mile of road.
- 40 Total stock and debt.

## PROPERTY ACCOUNTS.

- 41 Construction account.
- 42 Equipment       “
- 43 Other permanent investments.
- 44 Total       “       “
- 45 Cash and cash assets.
- 46 Total assets.

## EARNINGS.

- 47 From passengers.
- 48     “     freight.
- 49     “     mail.
- 50     “     express.
- 51     “     rents.
- 52     “     other sources.
- 53 Total.
- 54     “       per last report.
- 55 Net earnings.
- 56     “       per last report.
- 57 Paid for taxes.
- 58     “     interest.
- 59     “     dividends.
- 60     “     “       per last report.

## OPERATING EXPENSES.

- 61 Total.
- 62     “       per last report.

## PER MILE OF ROAD OPERATED.

- 63 Gross earnings.
- 64 Operating expenses.
- 65 Net earnings.
- 66 Maintenance of way.

## OPERATING EXPENSES.

- 67 Repairs of road-bed and track.
- 68     "   bridges.
- 69     "   fences.
- 70 Repairs of buildings and fixtures.
- 71     "   locomotives.
- 72     "   cars.
- 73     "   machinery and tools.
- 74 Coal for locomotives and cars.
- 75 Wood         "         "         "
- 76 Coal for stations and shops.
- 77 Wood         "         "         "
- 78 Total cost of fuel.
- 79 Salaries and labor.
- 80 Oil and waste.
- 81 Injuries to persons.
- 82 Damages to property.
- 83 Insurance.
- 84 Rent of other roads.
- 85 Other operating expenses.

## TRANSPORTATION.

- 86 Number of passengers carried.
- 87     "         "         "         per last report.
- 88     "         "         "         one mile.
- 89 Number of tons of freight carried.
- 90     "         "         "         "         per last report
- 91     "         "         "         "         one mile.

## MILEAGE.

- 92 By passenger trains.
- 93   " freight         "
- 94   " other         "
- 95 Total.
- 96     "         per last report.

## EMPLOYEES.

- 97 Number, including officers.
- 98     "         per last report.

## ROLLING STOCK.

- 99 Number of locomotives.
- 100   "         "         "         with train brake.
- 101 Average weight of locomotives.

- 102 Number of passenger cars.
- 103     "     "     baggage and mail cars.
- 104     "     "     merchandise cars.
- 105 Total.
- 106     "     per last report.
- 107 Passenger train cars with train brake.
- 108     "     "     "     "     patent platform, etc.

## CROSSINGS IN CONNECTICUT.

- 109 Railroad at grade.
- 110 Highways over the track.
- 111     "     under the track.
- 112     "     at grade.
- 113     "     "     "     with gates or electric signals.
- 114     "     "     "     "     flagmen.

## BRIDGES IN CONNECTICUT.

- 115 Aggregate length of wood.
- 116 Number of spans "     "     over 25 feet.
- 117 Aggregate length of iron.
- 118 Number of spans "     "     over 25 feet
- 119 Aggregate length of stone arches.

## STATIONS.

- 120 Number on entire road.
- 121     "     "     "     "     in Connecticut.
- 122 Average number of miles to each, in Connecticut.

## STEEL RAILS AND TIES.

- 123 Number of miles of steel rails.
- 124     "     "     "     per last report.
- 125     "     "     ties laid in Connecticut past year.

## MILES OPERATED BY EACH COMPANY.

- 126 Total number.
- 127     "     "     in Connecticut.

## EXPENSES PER TRAIN MILE.

- 129 Repairs of road bed, track, and bridges.
- 130 Salaries, labor, etc.
- 131 Miscellaneous.



132	Repairs of locomotives.
133	“ “ cars.
134	Fuel.
135	Oil and waste.
136	Total maintenance of way.
137	“ “ “ motive power and cars.
138	“ miscellaneous.
139	Total.
140	“ per last report.

## EARNINGS PER TRAIN MILE.

141	Gross.
142	“ per last report.
143	Net.
144	“ per last report.

## RATES OF FARES PER MILE.

145	Average rate received exclusive of commuters.
146	“ “ for commuters.
147	“ “ “ all passengers.
148	“ “ of freight per ton.

## INCOME PER MILE CARRIED.

149	From each passenger.
150	“ “ “ per last report.
151	“ “ ton of freight.
152	“ “ “ “ per last report.

## GENERAL PERCENTAGE.

153	Gross earnings to capital and debt.
154	Net “ “ “ “ “
155	“ “ “ permanent investment.
156	“ “ “ gross earnings.
157	Passenger receipts to gross earnings.
158	Freight “ “ “
159	Operating expenses “ “

## ACCIDENTS IN CONNECTICUT.

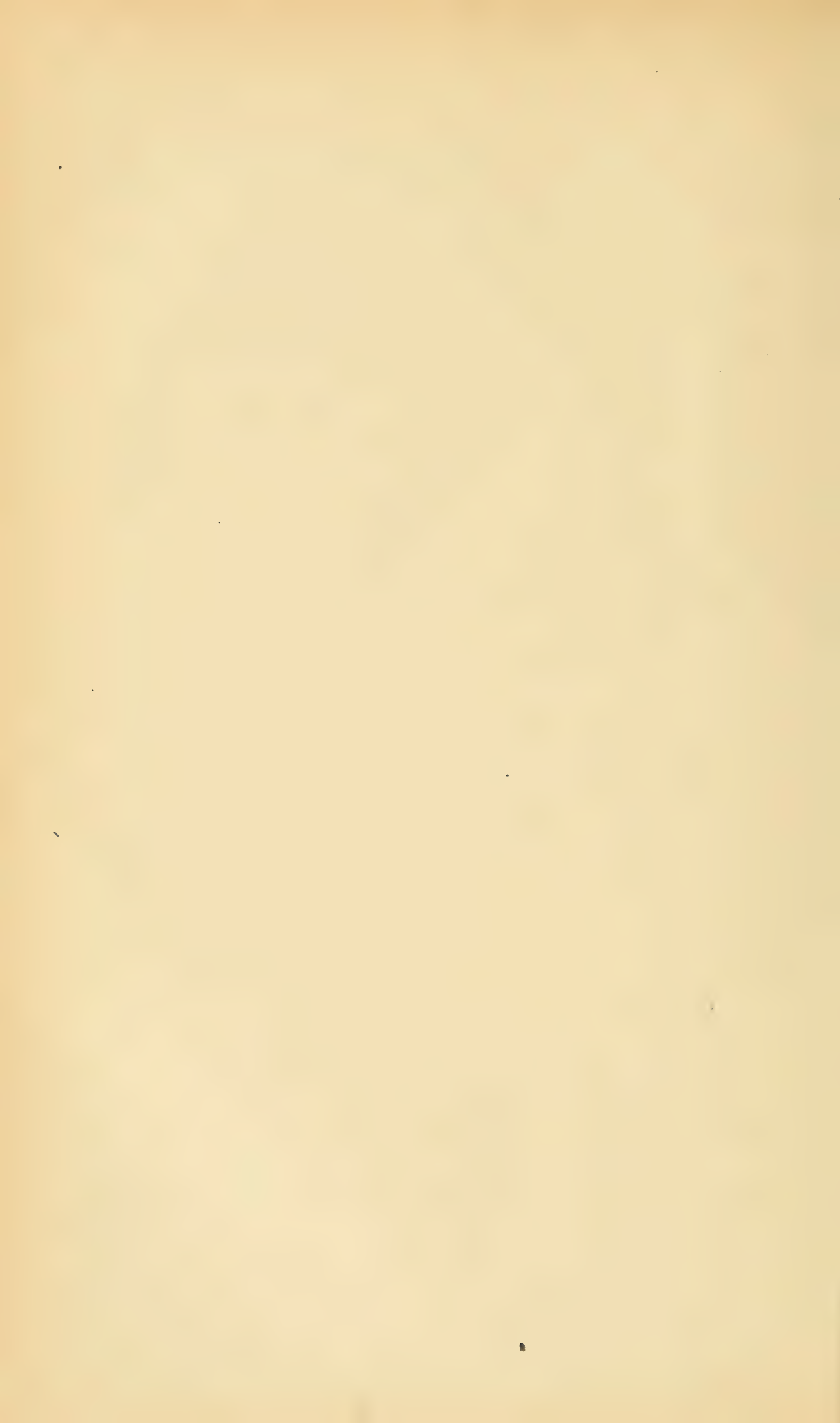
160	Passengers.
161	Employees.
162	Trespassers.
163	Adults.
164	Children.

165	Total.
166	Fatal.
167	Not fatal.
168	At highway crossings — fatal.
169	“ “ “ — not fatal.
170	Employees injured by falling from car.
171	“ “ “ coupling or uncoupling cars
172	“ “ “ other causes.
173	“ “ fatally.
174	“ “ not fatally.
175	Passengers “ fatally.
176	“ “ not fatally.
177	Trespassers “ fatally.
178	“ “ not fatally









# BOSTON & NEW YORK AIR LINE R. R.

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*Return of the Boston & New York Air Line Railroad Company for  
the year ending September 30, 1888.*

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[Earnings and expenses included in report of New York, New  
Haven & Hartford Railroad Company.]

## TOTAL RECEIPTS AND EXPENDITURES.

### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	-	-	\$133.96
Bills and accounts receivable at date of last report,			34,534.61
Rent, interest, etc.,	-	-	1,980.85
N. Y., N. H. & H. R. R. Co., rental of railroad,	-		146,670.00
Total,	-	-	\$183,319.42

### STATEMENT OF TOTAL EXPENDITURES.

For interest,	-	-	\$26,750.00
For dividends (number 2, rate per cent., 2 each),	-		119,920 00
Dates when paid, October 1, 1887; April 1, 1888.			
Legal and incidental expenses,	-	-	1,226.95
Bills and accounts receivable this date,	-	-	35,047.11
Cash on hand to balance,	-	-	375 36
Total,	-	-	\$183,319.42

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## GENERAL BALANCE-SHEET.

### *Assets.*

Cost of property, etc.,	-	-	\$3,928,404.06
New construction,	-	-	507,833.77
Equipment,	-	-	129,931.94



Bills receivable,	-	-	-	-	-	\$35,047.11
Cash,	-	-	-	-	-	375.36
Total,	-	-	-	-	-	<u>\$4,601,592.24</u>

*Liabilities.*

Capital stock, preferred,	-	-	-	-	-	\$2,998,000.00
“ common,	-	-	-	-	-	836,900.00
“ “ scrip,	-	-	-	-	-	26,280.88
First mortgage bonds,	-	-	-	-	-	500,000.00
Bonds of N. H., M. & W. R. R., convertible into preferred stock,	-	-	-	-	-	2,000.00
Profit and loss,	-	-	-	-	-	238,411.36
Total,	-	-	-	-	-	<u><u>\$4,601,592.24</u></u>

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$4,000,000.00
Capital stock authorized by vote of company,	-	-	4,000,000.00
Capital stock issued, viz.:			

29,980 full shares of \$100 each,

preferred, - - - \$2,998,000.00

8,369 shares \$100, common, - 836,900.00

scrip stock (common), - 26,280.88— 3,861,180.88

Stock issued for bonds of N. H., M. & W. R. R. Co., 2,998,000.00

Common stock issued as per section 3

of Articles of Incorporation, for

overdue and unpaid coupons

and in satisfaction of legal and

equitable claims against the

N. H., M. & W. R. R. Co., - \$836,900.00

Scrip, - - - 26,280.88— 863,180.88

Amount of stock held in Connecticut, preferred, - 1,794,800.00

“ “ “ “ common, - 274,300.00

Number of stockholders residing in Connecticut,

preferred, - - - 534

1889.]      BOSTON & NEW YORK AIR LINE RAILROAD.      259

Number of stockholders residing in Connecticut,	
common,                    -                    -                    -                    -	188
Whole number of stockholders, preferred, -                    -	697
Whole number of stockholders, common,                    -                    -	301

BONDS OR FUNDED DEBT.

First mortgage, due August 1, 1905, rate of interest, 5 per cent.,                    -                    -                    -                    -	\$500,000.00
Interest paid to August 1, 1888.	
Guaranteed by this company, —	
First mortgage bonds of Colchester Railway Co.,	25,000.00
Due July 1, 1907; rate of interest, 7 per cent.	
Interest paid to July 1, 1888.	

DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

    From New Haven to Middletown, August, 1870; Middletown to Willimantic, August, 1873.

Length of main line from New Haven to Willimantic,	51.50m.
Length of road (main line) owned by the company,	51.50m.
Length of sidings, or other tracks not included above,                    -                    -                    -                    -                    -	10.06m.
Length of track road, including sidings, in single track miles,                    -                    -                    -                    -                    -	61.56m.
Length of track laid with steel rails (weight per yard, 56 to 70 lbs.),                    -                    -                    -                    -                    -	51.50m.
Number of new ties put in track during the year (cost, \$10,691.96),                    -                    -                    -                    -                    -	23,393
Aggregate length of wooden bridges, in feet,                    -                    -                    -                    -                    -	6,838
Number of spans of 25 feet or over,                    -                    -                    -                    -                    -	2
Aggregate length of iron bridges, in feet,                    -                    -                    -                    -                    -	5,291
Number of spans of 25 feet or over,                    -                    -                    -                    -                    -	83
Aggregate length of stone arch bridges, in feet,                    -                    -                    -                    -                    -	153
Number of highway crossings over the track,                    -                    -                    -                    -                    -	16
Number of highway crossings under the track,                    -                    -                    -                    -                    -	9
Number of highway crossings at grade,                    -                    -                    -                    -                    -	50

Number of railroads crossed at grade, and names of each — Hartford & Conn. Valley R. R. Co.,	1
Name, termini, and length of each road operated by this company under lease or contract, —	
Colchester Railroad Co., Turnerville to Colchester,	3.59m.
Length of all roads leased by this company to N. Y., N. H. & H. R. R. Co.,	54.89 m.
Number of stations on main line, - - -	16
Number of stations on leased lines, - - -	2

## EQUIPMENT.

[Equipment, fares, freight, and report of accidents included in  
return of the New York, New Haven & Hartford R. R. Co.]

## OFFICERS.

*President*, HENRY B. HAMMOND, New York.  
*Secretary*, THOMAS L. WATSON, Bridgeport, Conn.  
*Treasurer*, WILLIAM L. SQUIRE, New Haven, Conn.

## BOARD OF DIRECTORS.

HENRY B. HAMMOND, New York.  
 S. S. SANDS, New York.  
 T. L. WATSON, Bridgeport, Conn.  
 S. F. LOOMER, Willimantic, "  
 SIMEON E. BALDWIN, New Haven, "  
 E. H. TROWBRIDGE, " " "  
 GEO. H. WATROUS, " " "  
 THEODORE ADAMS, Philadelphia, Pa.  
 WILLIAM D. BISHOP, Bridgeport, "  
 J. N. CAMP, Middletown, "  
 BENJAMIN DOUGLAS, Middletown, "

Attest: H. B. HAMMOND, *President*.

Attest: WILLIAM L. SQUIRE, *Treasurer*.



STATE OF NEW YORK,                    }  
CITY AND COUNTY OF NEW YORK, }      November 10, 1888.

Then personally appeared Henry B. Hammond, President, and William L. Squire, Treasurer, of the Boston & New York Air Line Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,  
CHARLES McCONVILLE,  
*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

BOSTON & NEW YORK AIR LINE RAILROAD  
COMPANY,  
New Haven, Conn.

# COLCHESTER RAILWAY COMPANY.

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*Return of the Colchester Railway Company for the year ending  
September 30, 1888.*

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[The Colchester Railway is leased to the Boston & New York  
Air Line Railroad Company for 999 years.]

## GENERAL BALANCE-SHEET.

### *Assets.*

Construction account,	-	-	-	-	\$50,000.00
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### *Liabilities.*

Capital stock,	-	-	-	-	\$25,000.00
Bonds,	-	-	-	-	25,000.00
Total,	-	-	-	-	\$50,000.00

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## GENERAL INFORMATION.

### CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$50,000.00
Capital stock authorized by vote of company,	-	-	25,000.00
Capital stock issued, viz.:			
250 full shares of \$100 each,	-	-	25,000.00
Stock issued for cash,	-	-	25,000.00
Amount of stock held in Connecticut,	-	-	25,000.00
Number of stockholders residing in Connecticut,	-	-	1
Whole number of stockholders,	-	-	1

### BONDS OR FUNDED DEBT.

First mortgage, due July 1, 1907. Rate of interest,		
7 per cent. Interest paid to July 1, 1888,	-	25,000.00

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were  
opened for use, viz.:

From Colchester to Turnerville, August, 1877.

Length of main line from Colchester to Turnerville,	3.59 miles.
Length of road (main line) owned by the Company,	3.59 miles.
Length of sidings, or other tracks not included above,	952 ft.
Length of track of road, including sidings, in single track miles,               -               -               -               -	4,542 m.
Number of highway crossings over the track,	1
Number of highway crossings under the track,	1
Number of highway crossings at grade,	2
Number of stations on main line,	2

## OFFICERS.

*President*, ERASTUS S. DAY, Colchester, Conn.

*Secretary*, IRA A. DINSMORE, Colchester, Conn.

*Treasurer*, GILES G. WICKWIRE, Colchester, Conn.

## BOARD OF DIRECTORS.

ERASTUS S. DAY, Colchester, Conn.

GILES G. WICKWIRE, Colchester, Conn.

LEANDER CHAPMAN, Colchester, Conn.

WILLIAM S. CURTIS, Colchester, Conn.

GEORGE G. STANDISH, Danbury, Conn.

Attest, ERASTUS S. DAY, *President*.

Attest, GILES G. WICKWIRE, *Treasurer*.



STATE OF CONNECTICUT, }  
COUNTY OF NEW LONDON. }

COLCHESTER, Nov. 16, 1888.

Then personally appeared Erastus S. Day, President, and Giles G. Wickwire, Treasurer, of the Colchester Railway Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me.

JOSEPH N. ADAMS,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

COLCHESTER RAILWAY COMPANY,

Colchester, Conn.

# DANBURY & NORWALK.

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*Return of the Danbury & Norwalk Railroad Company, for the year  
ending September 30, 1888.*

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[Earnings and expenses included in report of Housatonic Railroad Company, lessees.]

## TOTAL RECEIPTS AND EXPENDITURES.

All the cash on hand, supplies, tools, furniture, materials, etc., transferred to the Housatonic R. R. Co. Oct. 1, 1886.

## STATEMENT OF TOTAL EXPENDITURES.

\*For dividends (number two, rate per cent. 5).

Dates when paid, Feb. 15, 1888, and Aug. 15, 1888.

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## GENERAL BALANCE-SHEET.

### *Assets.*

Cost of railroad, -	-	-	-	-	\$1,170,270.83
Cost of equipment, -	-	-	-	-	228,971.89
Total, -	-	-	-	-	\$1,399,242.72

### *Liabilities.*

Capital stock, -	-	-	-	-	\$600,000.00
Bonds, -	-	-	-	-	650,000.00
Profit and loss, -	-	-	-	-	149,242.72
Total, -	-	-	-	-	\$1,399,242.72

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\* These dividends are paid directly to the stockholders by the Housatonic R. R. Co.

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$1,000,000.00
Capital stock authorized by vote of company,	-	-	600,000.00
Capital stock issued, viz.:			
12,000 full shares of \$50 each,	-	-	600,000.00
Stock issued for cash,	-	-	338,416.25
Stock issued for undivided earnings,	-	-	101,583.75
Stock issued for increased valuation of road, or equipment, or both,	-	-	160,000.00
Amount of stock held in Connecticut,	-	-	425,600.00
Number of stockholders residing in Connecticut,	-	-	204
Whole number of stockholders,	-	-	228

## BONDS OR FUNDED DEBT.

First mortgage, due July 1, 1890; rate of interest, 7 per cent.,	-	-	-	\$200,000.00
Interest paid to July 1, 1888.				
Second mortgage bonds, due July 1, 1892; rate 7 per cent.,	-	-	-	200,000.00
Interest paid to July 1, 1888.				
Consolidated mortgage, due July 1, 1920; rate 6 per cent.,	-	-	-	100,000.00
Interest paid to July 1, 1888.				
General mortgage bonds, due April 1, 1925; rate 5 per cent.,	-	-	-	150,000.00
Interest paid to October 1, 1888.				

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were  
opened for use, viz.:

From Danbury to South Norwalk, Feb. 22,  
1852.

From Branchville to Ridgefield, June, 1870.

From Bethel to Hawleyville, July, 1872.

- From South Norwalk to Wilson Point, July,  
1882.

Length of main line from Danbury to Wilson  
Point, - - - - -

26.28m.



## Length of branches and names,—

From Branchville to Ridgefield, - -	3.97m.
From Bethel to Hawleyville, - -	5.95m.
Length of all branches, - - -	9.92m.
Length of road (main line and branches) owned by the company, - - - -	36.20m.
Length of track of road, including branches and sidings, in single track miles, - -	10.08m.
Length of track laid with steel rails (weight per yard, 56 lbs.), - - - -	29.65m.
Weight per yard of iron rails in main line, 56 lbs., in branches, 56 lbs.	
Aggregate length of wooden bridges, in feet, -	1,382
Number of spans of 25 feet or over, - -	16
Aggregate length of iron bridges, in feet, -	389
Number of spans of 25 feet or over, - -	4
Aggregate length of stone arch bridges, in feet, -	42
Number of highway crossings over the track, -	2
Number of highway crossings under the track, -	5
Number of highway crossings at grade, - -	78
Number of highway crossings at grade with gates,	3
Number of highway crossings at grade with flag- men, - - - - -	2
Number of highway crossings at grade with electric signals, - - - - -	1
Number of stations on main line, - - -	12
Number of stations on branches, - - -	2

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[General information included in report of Housatonic Railroad Company, lessees.]

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## OFFICERS.

*President*, F. ST. JOHN LOCKWOOD, Norwalk, Conn.

*Vice-President*, CHARLES H. MERRITT, Danbury, Conn.

*Secretary*, C. E. ROBINSON, Bridgeport, Conn.

*Treasurer*, “ “ “ “

*Superintendent*, F. C. PAYNE, Danbury, Conn.

## BOARD OF DIRECTORS.

F. ST. JOHN LOCKWOOD, Norwalk, Conn.  
CHARLES H. MERRITT, Danbury, Conn.  
CHARLES L. ROCKWELL, Meriden, Conn.  
WILLIAM H. BARNUM, Lime Rock, Conn.  
W. H. STARBUCK, New York, N. Y.  
WM. H. STEVENSON, Bridgeport, Conn.  
WM. B. E. LOCKWOOD, Norwalk, Conn.  
J. L. MACAULAY, New York, N. Y.  
EBENEZER HILL, South Norwalk, Conn.  
JOHN H. PERRY, Southport, Conn.  
STEPHEN H. SMITH, Norwalk, Conn.

Attest, F. ST. JOHN LOCKWOOD, *President.*

Attest, C. E. ROBINSON, *Treasurer.*

STATE OF CONNECTICUT,      }  
COUNTY OF FAIRFIELD.      } NORWALK, CONN., Nov. 23, 1888.

Then personally appeared F. St. John Lockwood, President, and C. E. Robinson, Treasurer, of the Danbury & Norwalk Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

LEGRAND BETTS,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY,

DANBURY & NORWALK RAILROAD COMPANY,  
Bridgeport, Conn.

# HARTFORD & CONNECTICUT VALLEY.

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*Return of the Hartford & Connecticut Valley Railroad Company,  
for the year ending September 30, 1888.*

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## EARNINGS AND EXPENSES.

[Included in report of N. Y., N. H. & H. R. R. Co., Lessee.]

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## TOTAL RECEIPTS AND EXPENDITURES.

### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	-	-	\$3,635.61
Bills and accounts receivable at date of last report,			9,225.14
Rental received from N. Y., N. H. & H. R. R. Co.,			32,016.00
Decrease in materials and supplies, -	-	-	4,982.32
Total,	-	-	<u>\$49,859.07</u>

### STATEMENT OF TOTAL EXPENDITURES.

For interest, .	-	-	\$48.00
For dividends (number, 2; rate per cent., 2),			31,968.00
Dates when paid:			
October 1, 1887, and April 1, 1888.			
Decrease in bills and accounts payable, -	-	-	17,843.07
Total,	-	-	<u>\$49,859.07</u>

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## GENERAL BALANCE-SHEET.

### *Assets.*

Nominal value of property,	-	-	\$800,000.00
Construction account,	-	-	81,246.30
Equipment account,	-	-	15,400.77
Total,	-	-	<u>\$896,647.07</u>



*Liabilities.*

Capital stock,	-	-	-	-	\$799,200.00
Bonds of Connecticut Valley Railroad, outstanding and convertible into stock of this Company, representing 80 per cent. of par value of said bonds,					800.00
Certificates issued for money loaned this Company in 1881 and 1882,	-	-	-	-	800.00
Profit and loss (as per return of 1887),	-	-	-	-	62,499.92
N. Y., N. H. & H. R. R. Co., lessee,	-	-	-	-	33,347.15
Being bills and accounts payable, 1887,	-	-	-	\$51,190.22	
Less:					
Bills and accounts receivable, 1887,	-	\$9,225.14			
Materials and supplies,	4,982.32				
Cash on hand,	-	3,635.61	17,843.07		
			<u>\$33,347.15</u>		
Total,	-	-	-	-	\$896,647.07

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$1,200,000.00
Capital stock authorized by vote of Company,	-	-	800,000.00
Capital stock issued, viz.:			
7,992 full shares of \$100 each,	-	-	799,200.00
Stock issued for bonds of Connecticut Valley R. R. Co.,	-	-	799,200.00
Amount of stock held in Connecticut,	-	-	799,200.00
Number of stockholders residing in Connecticut,	-	-	11
Whole number of stockholders,	-	-	11

## [DESCRIPTION OF ROAD, EQUIPMENT, FARES AND FREIGHT, AND ACCIDENT REPORT.

Included in returns of N. Y., N. H. & H. R. R. Co., lessee.]

Date when road, or different portions thereof, were opened for use, viz.:

From Hartford to Saybrook Point, June 30, 1871; Saybrook Point to Fenwick, in 1872.

Length of main line from Hartford to Fenwick, -	46.20m.
Length of road (main line) owned by the Company, -	46.20m.
Length of sidings, or other tracks not included above, - - - - -	7.74m.
Length of tracks of road, including sidings, in single track miles, - - - - -	53.94m.
Length of track laid with steel rails, - - -	45.63m.
Miles of track laid with steel rails during the year, -	.36m.
Number of new ties put in track during the year (cost, \$8,970), - - - - -	19,500
Aggregate length of wooden bridges, in feet, -	8,051
Number of spans of 25 feet or over, - - -	11
Aggregate length of iron bridges, in feet, - -	703
Number of spans of 25 feet or over, - - -	15
Number of highway crossings over the track, -	1
Number of highway crossings under the track, -	13
Number of highway crossings at grade, - - -	60
Number of highway crossings at grade with gates, -	6
Number of highway crossings at grade with flag-men, - - - - -	
Number of highway crossings at grade with electric signals, - - - - -	7
Number of railroads crossed at grades, and names of each, - - - - -	2
Shore Line and Air Line Divisions of N. Y., N. H. & H. R. R. Co.	
Length of all roads leased by this Company to N. Y., N. H. & H. R. R. Co., - - - - -	46.20m.
Number of stations on main line, - - - - -	19

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#### OFFICERS.

*President*, HENRY C. ROBINSON, Hartford, Conn.

*Vice-President*, SAMUEL BABCOCK, Middletown, Conn.

*Secretary*, WILLIAM C. BRAINARD, New Haven, Conn.

*Treasurer*, WILLIAM L. SQUIRE, New Haven, Conn.

*Superintendent*, J. V. A. TRUMBULL, Hartford, Conn.

## BOARD OF DIRECTORS.

HENRY C. ROBINSON, Hartford, Conn.

SAMUEL BABCOCK, Middletown, Conn.

WM. D. BISHOP, Bridgeport, Conn.

E. M. REED, New Haven, Conn.

D. C. SPENCER, Old Saybrook, Conn.

E. H. TROWBRIDGE, New Haven, Conn.

NATHANIEL WHEELER, Bridgeport, Conn.

GEORGE H. WATROUS, New Haven, Conn.

CHARLES P. CLARK, New Haven, Conn.

Attest, HENRY C. ROBINSON, *President.*Attest, WILLIAM L. SQUIRE, *Treasurer.*STATE OF NEW YORK, }  
CITY AND COUNTY OF NEW YORK. }

NOVEMBER 10, 1888.

Then personally appeared Henry C. Robinson, President, and William L. Squire, Treasurer, of the Hartford & Connecticut Valley Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

CHARLES McCONVILLE,

*Notary Public.*

[Kings County, certificate filed in New York County.]

## PROPER ADDRESS OF THE COMPANY.

HARTFORD & CONNECTICUT VALLEY RAILROAD  
COMPANY,

Hartford, Conn.



# HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

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*Return of the Hartford & Connecticut Western Railroad Company  
for the year ending September 30, 1888.*

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## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$118,951.41
From freight transportation,	-	-	-	220,491.24
From United States mails,	-	-	-	9,643.12
From express,	-	-	-	5,569.27
From rents,	-	-	-	2,445.33
From car service,	-	-	-	1,137.96
Total gross earnings,	-	-	-	\$358,238.33

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	-	-	-	\$69,182.75
For repairs of bridges,	-	-	-	8,536.55
For repairs of fences,	-	-	-	4,643.37
For repairs of buildings and fixtures,	-	-	-	1,394.03
For repairs of locomotives,	-	-	-	12,226.54
For repairs of cars,	-	-	-	20,685.74
For repairs of machinery and tools,	-	-	-	1,073.42
For salaries and labor not included above,	-	-	-	32,563.17
For fuel for locomotives and cars, —				
	8,022.12 tons of coal,			25,658.90
For fuel for stations and shops, 278.02 tons of coal,				1,112.40
For oil and waste,	-	-	-	2,431.39
For damages, losses, and gratuities, to property,	-	-	-	406.10
For insurance,	-	-	-	895.68

For rents of other roads, —

New York & New England, -	\$4,200.00
Newburgh, Dutchess & Conn.,	1,000.00

5,200.00

For rent, - - - - -	1,853.35
For water-works, - - - - -	1,277.97
For printing and stationery, - - - - -	1,478.15
For passenger expenses, - - - - -	17,536.65
For freight expenses, - - - - -	36,298.86
For general expenses, - - - - -	3,571.75
For legal expenses, - - - - -	455.01
For removing snow and ice, - - - - -	7,453.57
Total operating expenses, - - - - -	\$255,935.35
Net earnings, - - - - -	102,302.98

## TOTAL RECEIPTS AND EXPENDITURES.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, - -	\$31,378.94
Bills and accounts receivable at date of last report, -	63,828.01
From gross earnings as stated, - - -	358,238.33
From increase of capital stock, - - -	26,400.00
From increase of accounts payable, - -	3,956.26
From increase of interest accrued, - -	7,600.00
Total, - - - - -	\$491,401.54

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, as stated, - - -	255,935.35
For taxes, - - - - -	11,991.69
For interest, - - - - -	30,249.17
For dividends (number, one; rate per cent., $1\frac{1}{2}$ ), on \$26,400 of stock issued in exchange for bonds, -	396.00
For real estate, - - - - -	2,217.06
For increase of materials, - - - - -	11,014.38
For decrease of convertible bonds, - - -	26,400.00
For decrease of first mortgage bonds, - -	2,000.00
For decrease of bills audited, - - - - -	10,149.54

For account charged off, . . . . .	\$289.96
Bills and accounts receivable this date, . . . . .	77,199.87
Cash on hand to balance, . . . . .	63,558.52
Total, . . . . .	<u>\$491,401.54</u>

## GENERAL BALANCE-SHEET.

*Assets.*

Construction, . . . . .	\$2,802,650.00
Equipment, . . . . .	343,407.22
Real estate, . . . . .	95,907.75
Materials on hand, . . . . .	83,040.95
Accounts receivable, . . . . .	60,199.87
Bills receivable, . . . . .	17,000.00
Cash on hand, . . . . .	63,558.52
Total, . . . . .	<u>\$3,465,764.31</u>

*Liabilities.*

Capital stock, . . . . .	\$2,627,300.00
First mortgage bonds, . . . . .	608,000.00
Accounts payable, . . . . .	4,327.76
Bills audited, . . . . .	22,569.21
Interest accrued, . . . . .	7,600.00
Convertible bonds, . . . . .	92,700.00
Profit and loss, . . . . .	103,267.34
Total, . . . . .	<u>\$3,465,764.31</u>

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter, . . . . .	\$3,000,000.00
Capital stock authorized by vote of company, . . . . .	3,000,000.00
Capital stock issued, viz.:	
26,273 full shares of \$100 each, . . . . .	2,627,300.00
Stock issued for bonds, . . . . .	1,827,300.00
Stock issued for the purchase of the Rhinebeck & Connecticut Railroad, . . . . .	800,000.00



Amount of stock held in Connecticut,	-	-	\$886,900.00
Number of stockholders residing in Connecticut,	-	-	524
Whole number of stockholders,	-	-	688

## BONDS OR FUNDED DEBT.

First mortgage, due July 1, 1903, rate of interest, 5 per cent.; interest paid to July 1, 1888,	-	\$608,000.00
First mortgage bonds of the Con- necticut Western Railroad Com- pany, due July 1, 1900; rate of interest, 7 per cent.; interest paid to January 1, 1876; con- vertible into the stock of this company on the basis of 60 per cent.,	-	\$3,200,000.00
Deduct bonds converted into stock,	3,045,500.00	
		154,500.00

## DESCRIPTION OF ROAD.

Date when road, or different portions there-  
of, were opened for use, viz.:

From Hartford, Conn., to New York  
State line, Dec. 21, 1871; from New  
York State line to Boston Corners,  
N. Y., April 1, 1884; from Boston  
Corners, N. Y., to Rhinecliff, N. Y.,  
July 1, 1882.

	In Conn.	Total.
Length of main line from Hartford, Conn., to Rhinecliff, N. Y.,	66.70 m.	108.30 m.
Length of road (main line) owned by the company,	66.70 m.	108.30 m.
Length of sidings or other tracks not in- cluded above,	15.57 m.	20.76 m.
Length of track of road, including sid- ings, in single track miles,	82.27 m.	129.06 m.
Length of track laid with steel rails (weight per yard, 60 lbs.),	62.67 m.	79.15 m.

Weight per yard of iron rails in main line, 60 lbs.		
Miles of track laid with steel rails during the year (No. of tons, 302-6-1-20, weight per yard, 60 lbs., cost, \$9,764.98),		3 m.
	In Conn.	Total.
Number of new ties put in track during the year (cost \$17,541.26), - -	27,961	45,439
Aggregate length of wooden bridges, in feet, - - - - -	6,112	6,812
Number of spans of 25 feet or over, -	26	50
Aggregate length of iron bridges, in feet, -	408	484
Number of spans of 25 feet or over, -	8	9
Number of highway crossings over the track, all in Connecticut, - -		8
Number of highway crossings under the track, - - - - -	8	11
Number of highway crossings at grade, -	74	97
Number of highway crossings at grade with gates, - - - - -		1
Number of highway crossings at grade with flagmen, - - - - -	1	2
Number of crossings at grade with electric signals, all in Connecticut, - -		3
Number of railroads crossed at grade, and names of each (in Connecticut, 4), - Naugatuck, Housatonic, New Haven & Northampton twice, Harlem.		5
Name, termini, and length of each road operated by this company under lease or contract, Newburgh, Dutchess, & Connecticut, from New York State line to Millerton, N. Y., - - - -		1.25 m.
Length of all roads operated by this com- pany, - - - - -	66.70 m.	109.55 m.
Number of stations on main line, -	27	39
Number of stations on leased lines, -		1

## EQUIPMENT.

Number of locomotives (not including switching engines),	- - - - -	16
Average weight of same, including tender, water, and fuel,	- - - - -	52 tons.
Number of switching engines,	- - - - -	2
Number of passenger cars,	- - - - -	19
Number of baggage and mail cars,	- - - - -	5
Number of merchandise cars,	- - - - -	151
Number of coal, gravel, and other cars,	- - - - -	351
Number of locomotives equipped with train brakes,	- - - - -	7
Number of cars equipped with train brakes,	- - - - -	22
Name of brake,	- - - - -	Westinghouse.
Number of passenger train cars with patent platform, buffer, and coupler,	- - - - -	22
Name of patent,	- - - - -	Miller.
Name of system of lighting and heating in use upon the passenger cars of your road (see Chapter XC, Public Acts of 1887),	- - - - -	
The passenger cars of this road are lighted by oil lamps.		
With the exception of two or three cars, which are heated by ordinary coal stoves, the passenger cars of this road are heated by the Baker system.		

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on roads operated by this company, excluding season ticket passengers,	- - - - -	.0275
Average rate per mile for season ticket passengers, reckoning one round trip per day to each ticket,	- - - - -	.0095
Average rate of fare per mile from all passengers,	- - - - -	.0264
Total number of passengers carried,	- - - - -	294,414
Passenger mileage, or passengers carried one mile,	- - - - -	4,501,714
Miles run by passenger trains,	- - - - -	158,498
Miles run by freight trains,	- - - - -	174,946
Miles run by all other trains,	- - - - -	12,752
Total miles run,	- - - - -	346,196
Total number of tons of freight carried,	- - - - -	237,253



Freight mileage, or tons carried one mile, -	-	10,219,156
Average rate of freight per ton per mile, -	-	.0214
Number of men employed in operating road, including officers, -	-	298

## ACCIDENTS IN CONNECTICUT.

### STATEMENT OF EACH ACCIDENT IN DETAIL.

1888.

March 22. Brakeman James Keenan, while switching cars at Ore Hill, was caught between a freight car and engine while coupling, and had his collar bone broken.

Aug. 11. While coupling cars at Winsted, brakeman Frederick Albion had his left hand caught between bumpers, and one finger was so badly crushed that it had to be taken off from first joint.

## OFFICERS.

*President*, JAMES W. HUSTED, Peekskill, N. Y.

*Vice-President*, WILLIAM H. BARNUM, Lime Rock, Conn.

*Secretary*, EDWARD R. BEARDSLEY, Hartford, Conn.

*Treasurer*, EDWARD R. BEARDSLEY, Hartford, Conn.

*Superintendent*, EDWIN McNEILL, Hartford, Conn.

*Assistant Superintendent*, GEO. S. McNEILL, Rhinecliff, N. Y.

*Auditor*, HOBART W. WATSON, Hartford, Conn.

*General Ticket Agent*, WALTER PEARCE, Hartford, Conn.

*General Freight Agent*, EDWIN McNEILL, Hartford, Conn.

### BOARD OF DIRECTORS.

CHARLES T. HILLYER, Hartford, Conn.

HENRY A. BOTSFORD, Hartford, Conn.

JEFFERY O. PHELPS, Simsbury, Conn.

WILLIAM L. GILBERT, West Winsted, Conn.

HENRY GAY, West Winsted, Conn.

FREDERICK MILES, Chapinville, Conn.

WILLIAM H. BARNUM, Lime Rock, Conn.

MILO B. RICHARDSON, Lime Rock, Conn.

JAMES W. HUSTED, Peekskill, N. Y.

WILLIAM B. SCOTT, Philadelphia, Penn.

WILLIAM W. GIBBS, Philadelphia, Penn.

JOHN W. BROCK, Philadelphia, Penn.

JULIUS H. APPLETON, Springfield, Mass.

Attest: JAMES W. HUSTED, *President*.

Attest: EDWARD R. BEARDSLEY, *Treasurer*.

STATE OF CONNECTICUT, }  
COUNTY OF HARTFORD, }

November 13, 1888.

Then personally appeared James W. Husted, President, and Edward R. Beardsley, Treasurer, of the Hartford & Connecticut Western Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

SYLVESTER BARBOUR,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

HARTFORD & CONNECTICUT WESTERN RAILROAD  
COMPANY,

Hartford, Conn.

# THE HARTFORD & HARLEM R. R. CO.

*Return of the Hartford & Harlem Railroad Company for the year  
ending September 30, 1888.*

## GENERAL BALANCE-SHEET.

### *Assets.*

Real estate, -	-	-	-	-	\$7,500.00
Engineering, -	-	-	-	-	34,894.47
Engineering equipment, -	-	-	-	-	567.46
General expense, -	-	-	-	-	11,300.67
Legal expense, -	-	-	-	-	16,314.24
Salaries, -	-	-	-	-	17,229.99
Right of Way, -	-	-	-	-	7,925.81
Taxes, -	-	-	-	-	13.10
Location of line, -	-	-	-	-	5,437.48
Incidental damages, -	-	-	-	-	50.00
Printing and stationery, -	-	-	-	-	204.49
Office furniture, -	-	-	-	-	12.50
Suspense account, -	-	-	-	-	900.00
State Treasurer of Connecticut, -	-	-	-	-	821.25
Accounts receivable, -	-	-	-	-	7,601.58
Cash, -	-	-	-	-	25.87
Total, -	-	-	-	-	\$110,798.91

### *Liabilities.*

Capital stock, -	-	-	\$1,006,100.00	
Less amount unpaid, -	-	-	912,110.00	\$93,990.00
Accounts payable, -	-	-	-	16,562.28
Interest, -	-	-	-	246.63
Total, -	-	-	-	\$110,798.91



## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	- \$5,000,000.00
Capital stock authorized by vote of company,	-	- 1,006,100.00

## DESCRIPTION OF ROAD.

Length of main line from Greenwich, Conn., to Hartford, Conn.	-	-	-	-	85.75 m.
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## OFFICERS.

*President*, CHAS. G. FRANCKLYN, New York.  
*Vice-President*, LEWIS M. BROWN, New York.  
*Secretary*, (Dead — vacancy not filled.)  
*Treasurer*, WM. F. VAN PELT, New York.

## BOARD OF DIRECTORS.

CHAS. G. FRANCKLYN, New York City.  
 LEWIS M. BROWN, New York City.  
 A. M. BILLINGS, Chicago, Illinois.  
 CHAS. A. WHITTIER, Boston, Mass.  
 CHAS. FAIRCHILD, Boston, Mass.  
 F. W. BRUGGERHOF, Noroton, Conn.  
 WARREN H. DAY, Bridgeport, Conn.  
 HENRY G. LEWIS, New Haven, Conn.  
 JOHN E. BASSETT, New Haven, Conn.  
 HENRY KILLAM, New Haven, Conn.  
 SAM. G. THORN (Dead — vacancy not filled).

Attest, CHAS. G. FRANCKLYN, *President*.  
 Attest, WM. F. VAN PELT, *Treasurer*.

STATE OF NEW YORK, }  
COUNTY OF NEW YORK. } ss.

November 15, 1888.

Then personally appeared Chas. G. Francklyn, President, and Wm. F. Van Pelt, Treasurer, of the Hartford & Harlem Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,  
CHARLES TAYLOR,  
*Notary Public*, New York City.

PROPER ADDRESS OF THE COMPANY.

WM. F. VAN PELT, *Secretary*,  
Mills Building, New York, Room 32, 4th Floor.

# HOUSATONIC RAILROAD.

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*Return of the Housatonic Railroad Company, for the year ending  
September 30, 1888.*

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## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$410,354.56
From freight transportation,	-	-	-	598,500.55
From United States mails, -	-	-	-	16,046.55
From express, -	-	-	-	25,294.25
From rents, -	-	-	-	6,541.59
From other sources, -	-	-	-	12,165.92
From mileage of freight cars,	-	-	-	17,028.10
From wharfage, -	-	-	-	1,481.89
Total gross earnings,	-	-	-	\$1,087,413.41

### STATEMENT OF OPERATING EXPENSES.

Repairs of road-bed and track,	-	-	-	\$118,286.76
Repairs of bridges,	-	-	-	8,453.21
Repairs of fences, -	-	-	-	7,234.93
Repairs of buildings and fixtures, -	-	-	-	8,565.06
Repairs of locomotives, -	-	-	-	35,487.49
Repairs of cars, -	-	-	-	65,021.72
Salaries and labor, -	-	-	-	250,359.16
26,217 tons of coal for locomotives and cars,	-	-	-	87,828.22
1,051 tons of coal for stations and shops,	-	-	-	5,001.65
Oil and waste, -	-	-	-	8,815.13
Damages and losses:				
Persons, -	\$4,799.56			
Property, -	1,515.38—			6,314.94



1889.]

## HOUSATONIC RAILROAD.

285

Insurance, - - - - -	\$2,857.67
Legal expenses, - - - - -	1,413.50
Stationery and printing, - - - - -	8,781.17
Outside agencies and advertising, - - - - -	1,692.56
Contingencies and miscellaneous, - - - - -	5,362.94
Water Supply, - - - - -	2,272.49
Train Supplies, - - - - -	1,847.90
Mileage, passenger cars, - - - - -	511.24
Telegraph expenses, - - - - -	143.25
Station supplies, - - - - -	5,999.19
Cleaning ice and snow, - - - - -	13,023.67
Rents, etc., - - - - -	10,127.22
Rent of :	
Berkshire Railroad, - - - - -	42,000.00
Stockbridge & Pittsfield Railroad, - - - - -	31,409.00
West Stockbridge Railroad, - - - - -	1,284.68
Danbury & Norwalk Railroad, - - - - -	71,500.00— 146,193.68
Total operating expenses, - - - - -	\$801,594.75
Net earnings, - - - - -	\$285,818.66

## TOTAL RECEIPTS AND EXPENDITURES.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, - - - - -	\$50,431.03
Bills and accounts receivable, date of last report, - - - - -	97,067.79
Gross earnings, - - - - -	1,087,413.41
Miscellaneous credits, - - - - -	1,413.82
Materials and supplies, date of last report, - - - - -	96,779.98
First mortgage consol bonds, - - - - -	2,110,000.00
Increase new preferred capital stock,	
11,879 shares, - - - - -	1,187,900.00
Decrease common stock, 375 shares, - - - - -	37,500.00— 1,150,400.00
Total, - - - - -	\$4,593,506.03

## STATEMENT OF TOTAL EXPENDITURES.

Operating expenses,	-	-	-	-	\$801,594.75
Taxes,	-	-	-	-	23,771.75
Interest,	-	-	-	-	72,948.05
Construction,	-	-	-	-	383,684.52
Equipment,	-	-	-	-	100,295.17
Materials and supplies,	-	-	-	-	46,161.82
Bills payable,	-	-	-	-	178,000.00
Bonds due 1888,	-	-	-	-	150,000.00
Settlement with holders of old pre-ferred cumulated 8 per cent. stock cash,	-	-	-	\$1,175,400.00	
11,754 shares new preferred 4 per cent. stock,	-	-	-	1,175,400.00—	2,350,800.00
Stock West Stockbridge Railroad,	-	-	-	-	29,888.00
Decrease in accounts payable,	-	-	-	-	4,890.37
Interest and discounts, stock and bonds,	-	-	-	-	35,477.10
Accounts charged to profit and loss,	-	-	-	-	90,894.39
Bills and accounts receivable,	-	-	-	-	182,903.21
Cash on hand,	-	-	-	-	142,196.90
Total,	-	-	-	-	\$4,593,506.03

## GENERAL BALANCE-SHEET.

*Assets.*

Construction,*	-	-	-	-	\$3,993,736.92
Equipment,*	-	-	-	-	1,318,398.19
Ames property,	-	-	-	-	178,481.32
Real estate,	-	-	-	-	373,809.93
New York, Housatonic & Northern Railroad,	-	-	-	-	72,628.05
Stock of West Stockbridge Railroad,	-	-	-	-	29,888.00
Materials and supplies,	-	-	-	-	46,161.82
Accounts receivable,	-	-	-	-	182,903.21
Cash,	-	-	-	-	142,196.90
Total,	-	-	-	-	\$6,338,204.34

*Liabilities.*

Capital stock,	-	-	-	-	\$3,150,400.00
Funded debt,	-	-	-	-	3,080,000.00
Accounts payable,	-	-	-	-	42,815.43
Interest, etc., accrued,	-	-	-	-	64,988.91
Total,	-	-	-	-	<u>\$6,338,204.34</u>

## \* INCREASE IN CONSTRUCTION AND EQUIPMENT ACCOUNTS.

Apr. 18, 1888. Additions and betterments made in property of the company from Oct. 1, 1870, to Oct., 1880, agreed upon by a joint committee for the special purpose by the Legislature of State of Conn. and Housatonic Railroad Company in what is known as the

"Tax Case,"	-	-	\$903,014.18
Cash expenditures during year,	-	-	483,979.69
Re-valuation of construction and real estate accounts, etc.,	-	-	763,374.63
Total,	-	-	<u>\$2,150,368.50</u>

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$3,180,000.00
Capital stock authorized by vote of company,	-	-	3,180,000.00
Capital stock issued, viz.:			
* 31,504 full shares of \$100 each,	-	-	3,150,400.00
Stock issued for cash,	-	-	787,100.00
Stock issued in exchange for old stock of this company under act of 1870, viz.:			
For 11,754 shares old preferred stock,	-	-	2,350,800.00
For 375 shares old common stock,	-	-	12,500.00

*23,508 shares new preferred exchanged for 11,754 old pref.,	\$2,350,800.00
125 shares new preferred exchanged for 375 old com.,	12,500.00
46 shares old pref., not yet exchanged, 46	- 4,600.00
7,825 shares old uncom., not yet exchanged, 7,825	- 782,500.00
31,504	<u>20,000 - \$3,150,400.00</u>



Amount of stock held in Connecticut, - -	510,500.00
Number of stockholders residing in Connecticut, -	200
Whole number of stockholders, - - -	355

## BONDS OR FUNDED DEBT.

First mortgage, due 1910 ; rate of interest, 4 per cent., - - - - -	\$100,000.00
Interest paid to Oct. 1, 1888.	
Mortgage, due 1889 ; rate of interest, 6 per cent.,	300,000.00
Interest paid to July, 1888.	
Consol mortgage, due 1910 ; rate of interest, 5 per cent., - - - - -	300,000.00
Interest paid to Oct. 1, 1888.	
Rolling stock certificates, due 1889 ; rate of interest, 5 per cent., - - - - -	200,000.00
Interest paid to July 1, 1888.	
Danbury Branch bonds, due 1912 ; rate of interest, 5 per cent., - - - - -	70,000.00
Interest paid to Oct. 1, 1888.	
Consol mortgage bonds, due 1937 ; rate of interest, 5 per cent., - - - - -	2,110,000.00
Interest paid to May 1, 1888.	

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From Bridgeport to New Milford, 1840.

From Bridgeport to State Line, 1842.

From Brookfield Junction to Danbury, Sept. 24, 1868.

Length of main line from Bridgeport to Mass. State Line, - - - - -	74.46m.
Length of branches and names,—	
From Brookfield Junction to Danbury, -	5.36m.
Housatonic with Danbury & Norwalk Railroad at Hawleyville, - - - - -	.25m.
Length of all branches, - - - - -	5.61m.
Length of road (main line and branches) owned by the company, - - - - -	80.07m.

Length of sidings, or other tracks not included above, . . . . .	16.66m.
Length of track of road, including branches and sidings, in single track miles, . . . .	96.73m.
Length of track laid with steel rails, . . . .	80.07m.
Weight per yard of iron rails in main line, 62 lbs.	
Number of new ties put in track during the year (cost \$20,261.41), . . . . .	33,770
Aggregate length of wooden bridges, in feet, . .	1,338
Number of spans of 25 feet or over, . . . .	25
Aggregate length of iron bridges, in feet, . .	413
Number of spans of 25 feet or over, . . . .	3
Aggregate length of stone arch bridges, in feet, .	1,229
Number of highway crossings over the track, . .	1
Number of highway crossings under the track, . .	3
Number of highway crossings at grade, . . . .	129
Number of highway crossings at grade, with gates,	3
Number of highway crossings at grade, with flagmen, . . . . .	3
Number of highway crossings at grade, with electric signals, . . . . .	1
Number of railroads crossed at grade, and names of each:	
New York, New Haven & Hartford, New York & New England (twice), Hartford & Connecticut Western, . . . . .	4
Name, termini, and length of each road operated by this company under lease or contract:	
Berkshire (Conn. line to West Stockbridge, 21.03m.), Stockbridge & Pittsfield (Van Deusenville to Pittsfield, 22.93m.), West Stockbridge (West Stockbridge to N. Y. line, 2.64m.), Danbury & Norwalk (Danbury to Wilson's Point, Ridgefield & Hawleyville branches, 36.20m.)	
Length of all roads operated by this company, . .	162.87m.
Number of stations on main line, . . . . .	20
Number of stations on branches, . . . . .	1
Number of stations on leased lines, . . . . .	32
Number of stations in Connecticut, . . . . .	14

## EQUIPMENT.

Number of locomotives (not including switching engines), - - - - -	28
Same leased, - - - - -	7
Average weight of same, including tender, water, and fuel, - - - - -	59.8 tons.
Number of switching engines, - - - - -	1
Number of passenger cars, - - - - -	51
Same leased, - - - - -	15
Number of baggage and mail cars, - - - - -	18
Same leased, - - - - -	6
Number of merchandise cars, - - - - -	683
Same leased, - - - - -	16
Number of coal, gravel, and other cars, - - - - -	359
Same leased, - - - - -	127
Number of locomotives equipped with train brakes, - - - - -	20
Same leased, - - - - -	8
Number of cars equipped with train brakes, - - - - -	57
Same leased, - - - - -	21
Name of brake, - - - - -	Westinghouse.
Number of passenger train cars with patent platform, buffer, and coupler, - - - - -	54
Same leased, - - - - -	21
Name of patent, - - - - -	Miller.
Name of system of lighting and heating in use upon the passenger cars of your road (see Chapter XC, Public Acts of 1887):	
300° test Kerosene oil for lighting.	
Baker heaters for passenger cars, and Speer's safety heaters for baggage cars.	

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on roads operated by this company, excluding season ticket passengers, - - - - -	.02
Average rate of fare per mile from all passengers, - - - - -	.0248
Total number of passengers carried, - - - - -	1,021,625
Passenger mileage, or passengers carried one mile, - - - - -	16,538,739
Miles run by passenger trains, - - - - -	472,809



1889.]

## HOUSATONIC RAILROAD.

291

Miles run by freight trains,	-	-	-	526,636
Miles run by all other trains,	-	-	-	40,779
Total miles run,	-	-	-	1,040,224
Total number of tons of freight carried,	-	-	-	503,271
Freight mileage, or tons carried one mile,	-	-	-	24,550,937
Average rate of freight per ton per mile,	-	-	-	.0244
Number of men employed in operating road, including officers,	-	-	-	787

## ACCIDENTS.

## STATEMENT OF EACH ACCIDENT IN DETAIL. — CONNECTICUT.

1887.

Oct. 12. Dennis Cronin, brakeman on local freight train, No. 4, had his hand injured while coupling cars at Canaan.

Nov. 8. James Smith, a brakeman, employed in yard at Bridgeport, was run over and fatally injured. Both legs were badly crushed and the unfortunate man died shortly after.

Dec. 15. George Winchell, brakeman on extra freight train, south bound, had two fingers injured while coupling cars at Stepney.

1888.

Mch. 24. Train No. 11, leaving Bridgeport at 10.05 A. M., struck and killed a colored man by the name of Chas. Brewster of Kent, about one mile north of North Kent station. Brewster was walking along on the track with his back towards the train. It looked like a case of suicide.

June 19. Milk train No. 12, due at Bridgeport at 6.45 P. M., in backing off of new connection north of Hawleyville, combination car No. 8 jumped the track at new connection switch. The car turned over on its side down the bank and produce car No. 310 was also derailed. Just before car No. 8 turned over, James Gorman, baggage-master, jumped from it so that when the car fell over on its side he was caught beneath it and fatally injured. Gorman died a few hours after the accident.

June 25. Bennett Smith, employed as switchman in yard at Bridgeport, was injured. While uncoupling two cars, he was thrown to the ground, one wheel of the car passing over a portion

of his right foot. It would appear that the heel of his shoe prevented a very serious injury.

Sept. 15. At about 8.40 A. M., the north-bound freight train leaving Bridgeport at 8.35 A. M., struck a man about 50 feet south of East Washington Avenue, Bridgeport. The man was walking on the track with his back to the train. Engineer sounded warning whistles, and the train was brought down to a low rate of speed. The man paid no attention to the approaching train, and was struck and thrown from the track. Two bones in his leg were broken; he was taken to the hospital for treatment. The man's name is Samuel Devisne, a peddler of Los Angeles, Cal.

ACCIDENTS ON THE DANBURY & NORWALK DIVISION.

1887.

Dec. 3. John Varson, caught between cars while coupling at Wilson's Point, died same day from injuries received.

Dec. 19. Michael Mulligan, lying on track north end of bridge at Norwalk, struck by train No. 17, and body found under bridge, Sunday at 11 A. M.

Dec. 31. Michael Reis, walking on track just south of South Norwalk station, was struck and injured by train No. 13.

1888.

Mch. 8. Geo. A. Maher, brakeman. Hand caught and crushed while coupling engine to car at Hawleyville.

Mch. 9. Frederick Wildman, yard-master at Danbury, had his thumb caught and crushed (afterwards amputated) while coupling engine to train.

Mch. 10. J. Kierce, brakeman, while coupling cars at Bethel, had two of his fingers crushed.

Mch. 24. Edward Shephard, while stealing a ride on an empty coal car on train No. 17, from Winnipauk to Norwalk, attempted to jump off at Norwalk, went under wheels, and had one leg and one arm cut off; died from effects of injury.

Apr. 2. Harvey Gilbert, brakeman, while hoisting coal from bin at Wilson's Point for engine No. 46, crank broke, and handle struck him on head, making an ugly though not dangerous cut.

May 8. Elmer Hill, brakeman, while coupling engine to passenger car at Hawleyville, was caught between the tender and platform and squeezed, but with no serious result.

May 9. Andrew Marvin, brakeman, killed at Wilson's Point by falling from coal car, the wheels passing over him.

June 27. Thomas Lawler, foreman section No. 21, ankle badly sprained by hand-car coming in contact with engine No. 44, near Plum Trees.

June 29. George Mason, while attempting to cross the track at Danbury, was run over by freight train switching, and his right leg nearly severed above the ankle. He was intoxicated. Died July 1st.

July 2. M. Donovan, laborer, Wilson's Point, injured by bale of cotton falling on him.

July 29. Wm. Ginty, Bethel, Conn., attempted to jump on forward end of car next to engine on train No. 55 at Bethel, about 5.12 P. M., as train was backing up from depot, missed his footing, fell on track, and tender of engine ran over him. His head was severed from his body. Witnesses: L. A. Betts, conductor, D. Vaughn, engineer, J. Adams, fireman, J. Kierce, brakeman, J. Powers, brakeman.

Aug. 14. Jas. Devine, laborer, at Wilson's Point, Conn., one leg broken by bale of cotton falling on him. Devine went into freight car with bale of cotton and deposited it, and turned to come out of car, when bale fell over on him and broke one leg. Dr. Burke of South Norwalk attended the case, and sent the man to Bellevue Hospital, New York. No one at fault but Devine himself.

Aug. 21. Michael Kelley, laborer on section No. 25, arm injured by falling into cattle-guard, near Winnipauk.

Aug. 27. About 4.45 P. M. G. Cahill, an employee of this road (fireman night freight) not then on duty, while rising up from a chair in which he had been sitting in baggage-car, lost his balance and fell out of car, and striking on his left hand, broke his wrist. Party perfectly sober. Train coming into Danbury, accident happened at Beckerley's shop. Witnesses: W. Varson, conductor, H. Dexter, passenger.

Sept. 9. About 4.30 A. M. Frank Smith (colored) was found beside the track south of Norwalk tunnel. He must have tried to board train No. 4, going north. This train does not stop at Norwalk (left South Norwalk at 4.08 A. M.), and if he did try to get aboard he must have missed his footing and fell between the cars. He was found badly crushed, and parts of his body strewn along the



track. Conductor T. Dyas, of train No. 6 (north), was notified at dock by a couple of men who discovered body. It is said party was intoxicated.

Sept. 9. A brakeman, named Crocker, had his foot crushed while attempting to board train No. 2, going north, at Bethel. Wheels did not pass over his foot, but shoved his foot along the track, crushing it somewhat.

Sept. 20. A man by the name of Charles Brown of Danbury, got on to train No. 2, at South Norwalk, and stood on rear platform of caboose, and when train started fell off and broke his ankle. No witnesses to the accident. Conductor, H. G. Thompson; engineer, R. Wilcox; engine, No. 13; time, 1 A. M.

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#### OFFICERS.

*President*, W. H. STARBUCK, 36 Wall Street, New York.  
*Vice-President*, W. H. STEVENSON, Bridgeport, Conn.  
*General Manager*, W. H. STEVENSON, Bridgeport, Conn.  
*Secretary*, M. E. STONE, 36 Wall Street, New York.  
*Treasurer*, M. E. STONE, 36 Wall Street, New York.  
*Superintendent main line*, W. K. LYON, Bridgeport, Conn.  
*Superintendent of D. & N. Div.*, F. C. PAYNE, Danbury, Conn.  
*Assistant Treasurer*, C. E. ROBINSON, Bridgeport, Conn.  
*Assistant Secretary*, A. J. PORTER, Bridgeport, Conn.  
*Auditor*, R. J. BESTOR, Bridgeport, Conn.  
*General Passenger Agent*, A. W. PERRIN, Bridgeport, Conn.  
*General Freight Agent*, H. C. COGSWELL, Bridgeport, Conn.

#### BOARD OF DIRECTORS.

W. H. STARBUCK, 36 Wall Street, New York City.  
W. H. STEVENSON, Bridgeport, Conn.  
JOHN L. MACAULAY, 36 Wall Street, New York City.  
THOMAS RUTTER, New York.  
HENRY HENTZ, New York.  
WM. H. BARNUM, Lime Rock, Conn.  
A. B. MYGATT, New Milford, Conn.  
S. E. MERWIN, New Haven, Conn.  
W. E. DOWNES, Birmingham, Conn.

Attest, WM. H. STEVENSON, *Vice-President*.

Attest, C. E. ROBINSON, *Assistant Treasurer*.

STATE OF CONNECTICUT, }  
COUNTY OF FAIRFIELD. } BRIDGEPORT, Nov. 22, 1888.

Then personally appeared Wm. H. Stevenson, Vice-President, and C. E. Robinson, Assistant Treasurer, of the Housatonic Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

H. I. HUNT,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

HOUSATONIC RAILROAD COMPANY,

Bridgeport, Conn.

# THE MERIDEN & CROMWELL R. R. CO.

*Return of the Meriden & Cromwell Railroad Company from September 30, 1887, to June 9, 1888, date of Consolidation.*

## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$1,403.46
From freight transportation,	-	-	-	13,258.07
From rents, -	-	-	-	1,426.05
Total gross earnings,	-	-	-	\$16,087.58

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	-	-	-	\$6,713.06
For repairs of bridges,	-	-	-	548.71
For repairs of fences,	-	-	-	74.10
For repairs of locomotives,	-	-	-	840.93
For repairs of cars,	-	-	-	162.42
For repairs of machinery and tools,	-	-	-	20.26
For salaries and labor not included above,	-	-	-	7,479.37
For fuel for locomotives and cars :				
378 tons of coal,	-	-	\$1,341.63	
20 $\frac{1}{4}$ cords of wood,	-	-	81.00—	1,421.63
For fuel for stations and shops :				
22 tons of coal,	-	-	-	110.00
For oil and waste,	-	-	-	325.50
For damages, losses, and gratuities :				
To property,	-	-	-	16.62
For insurance,	-	-	-	156.25
For stationery and printing,	-	-	-	238.12
General expenses,	-	-	-	321.35
Other expenses,	-	-	-	165.95
Total operating expenses,	-	-	-	\$18,594.27
Net deficit, -	-	-	-	2,506.69



## TOTAL RECEIPTS AND EXPENDITURES.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	.	-	\$4,449.20
Bills and accounts receivable at date of last report,			15,337.82
From gross earnings as stated,	-	-	16,087.58
From increase bills payable,	-	-	17,202.88
Total,	-	-	<u>\$53,077.48</u>

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses as stated,	-	-	\$18,594.27
For taxes,	-	-	1,572.60
For interest,	-	-	2,126.80
For construction,	-	-	1,792.48
For equipment,	-	-	47.38
For increase of materials,	-	-	304.74
For decrease accounts payable,	-	-	23,059.74
Bills and accounts receivable this date,	-	-	3,399.79
Cash on hand to balance,	-	-	2,179.68
Total,	-	-	<u>\$53,077.48</u>

## GENERAL BALANCE-SHEET.

*Assets.*

Construction,	-	-	\$314,747.18
Equipment,	-	-	43,489.74
Real estate,	-	-	6,465.93
Materials on hand,	-	-	1,350.65
Accounts receivable,	-	-	3,399.79
Cash on hand,	-	-	2,179.68
Profit and loss,	-	-	1,931.56
Total,	-	-	<u>\$373,564.53</u>

*Liabilities.*

Capital stock,	-	-	\$300,000.00
Bills payable,	-	-	72,763.43
Accounts payable,	-	-	801.10
Total,	-	-	<u>\$373,564.53</u>

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$300,000.00
Capital stock authorized by vote of company,	-	-	300,000.00
Capital stock issued, viz.:			
3,000 full shares of \$100 each,	-	-	\$300,000.00
Stock issued for cash,	-	-	300,000.00
Amount of stock held in Connecticut,	-	-	299,700.00
Number of stockholders residing in Connecticut,	-	-	111
Whole number of stockholders,	-	-	112

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz. :

From Cromwell to Meriden April 6, 1885.

Length of main line from Meriden to Cromwell,	-	-	10.50m.
Length of branch, Center St., Meriden,	-	-	.84
Length of road (main line and branch) owned by the company,	-	-	11.34m.
Length of sidings, or other tracks not included above,	-	-	1.86m.
Length of track of road, including branch and sidings, in single track miles,	-	-	13.20m.
Length of track laid with steel rails (weight per yard, 56 lbs.),	-	-	13.20m.
Number of new ties put in track during the year (cost, \$573.94),	-	-	1,216
Aggregate length of wooden bridges, in feet,	-	-	1,800
Number of highway crossings over the track,	-	-	4
Number of highway crossings at grade,	-	-	15
Length of all roads operated by this company,	-	-	11.34m.
Number of stations on main line,	-	-	5

## EQUIPMENT.

Number of locomotives (not including switching engines),	-	-	2
Average weight of same, including tender, water, and fuel,	-	-	46½ tons.
Number of passenger cars,	-	-	1
Number of merchandise cars,	-	-	6

Number of coal, gravel, and other cars, - - -	45
Number of passenger train cars with patent platform, buffer, and coupler, - - -	1
Name of patent, - - - - -	Miller.
Name of system of lighting and heating in use upon the passenger cars of your road (see Chapter XC, Public Acts of 1887), - - - 300° oil—coal stove.	

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on roads operated by this company, excluding season ticket passengers, - - - - -	.0331
Average rate per mile for season ticket passengers, reckoning one round trip per day to each ticket, - - - - -	.0114
Average rate of fare per mile from all passengers, - - - - -	.0219
Total number of passengers carried, - - - - -	10,342
Passenger mileage, or passengers carried one mile, - - - - -	64,008
Miles run by mixed trains, - - - - -	9,934
Miles run by all other trains, - - - - -	4,745
Total miles run, - - - - -	14,679
Total number of tons of freight carried, - - - - -	20,601
Freight mileage, or tons carried one mile, - - - - -	216,310
Average rate of freight per ton per mile, - - - - -	.091
Number of men employed in operating road, including officers, - - - - -	.36

## OFFICERS.

*President*, H. C. WILCOX, Meriden, Conn.

*Vice-President*, CHAS. PARKER, Meriden, Conn.

*Secretary*, C. L. ROCKWELL, Meriden, Conn.

*Treasurer*, A. CHAMBERLAIN, Meriden, Conn.

*Superintendent*, H. L. B. POND, Meriden, Conn.

*Auditor*, O. B. ARNOLD, Meriden, Conn.

*General Ticket Agent*, H. L. B. POND, Meriden, Conn.

*General Freight Agent*, H. L. B. POND, Meriden, Conn.



## BOARD OF DIRECTORS.

H. C. WILCOX, Meriden, Conn.  
CHAS. PARKER, Meriden, Conn.  
SAMUEL DODD, Meriden, Conn.  
D. W. PARKER, Meriden, Conn.  
G. W. LYON, Meriden, Conn.  
N. L. BRADLEY, Meriden, Conn.  
GEO. R. CURTIS, Meriden, Conn.  
I. C. LEWIS, Meriden, Conn.  
C. B. ROGERS, Meriden, Conn.  
L. J. CURTIS (dead), Meriden, Conn.  
ROBT. BOWMAN, Meriden, Conn.  
W. R. MACKAY, Meriden, Conn.  
W. F. ROCKWELL, Meriden, Conn.  
D. F. SOUTHWICK, Meriden, Conn.  
W. W. LYMAN, Meriden, Conn.  
E. J. DOOLITTLE, Meriden, Conn.  
RUSSELL FRISBIE, Cromwell, Conn.

Attest,      HORACE C. WILCOX, *President.*

Attest,      A. CHAMBERLAIN, *Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN. }

Nov. 12, 1888.

Then personally appeared Horace C. Wilcox, President, and A. Chamberlain, Treasurer, of the Meriden & Cromwell Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

J. M. HARMON,

*Notary Public.*

## PROPER ADDRESS OF THE COMPANY.

THE MERIDEN & CROMWELL RAILROAD COMPANY,  
Meriden, Conn.

# MERIDEN & WATERBURY RAILROAD COMPANY.

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*Return of the Meriden & Waterbury Railroad Company, to  
June 9, 1888, date of consolidation.*

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## GENERAL BALANCE-SHEET.

<i>Assets.</i>					
Construction account,	-	-	-	-	\$685,078.32
Equipment account,	-	.	-	-	67,949.82
Real estate, -	-	-	-	-	17,293.18
Unpaid stock,	-	.	-	-	18,477.50
Cash on hand,	-	-	-	-	5,201.18
Total,	-	-	-	-	\$794,000.00
<i>Liabilities.</i>					
Capital stock,	-	-	-	-	\$200,000.00
Bills payable,	-	-	-	-	594,000.00
Total,	-	-	-	-	\$794,000.00

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## GENERAL INFORMATION.

### CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$200,000.00
Capital stock authorized by vote of Company,	-	-	200,000.00
Capital stock issued, viz.:			
2,000 full shares of \$100 each,	-	-	200,000.00
Stock issued for cash,	-	-	200,000.00
Amount of stock held in Connecticut,	-	-	199,500.00
Number of stockholders residing in Connecticut,	-	-	364
Whole number of stockholders,	-	-	369

## DESCRIPTION OF ROAD.

Length of main line from Meriden & Cromwell connection in Meriden to Dublin Street, Waterbury, . . . . .	17.57m.
Length of road (main line), owned by the Company,	17.57m.
Length of sidings, or other tracks not included above, . . . . .	1.59m.
Length of track of road, including sidings, in single track miles, . . . . .	19.16m.
Length of track laid with steel rails (weight per yard, 56 lbs.), . . . . .	19.16m.
Miles of track laid with steel rails during the year (No. of tons, 1,686.08; weight per yard, 56 lbs.; cost, \$87,866.57), . . . . .	19.16m.
Aggregate length of wooden trestles in feet, . . . . .	3,808
Aggregate length of iron bridges in feet, . . . . .	596
Number of spans of 25 feet or over, . . . . .	12
Aggregate length of stone arch bridges, in feet, . . . . .	14
Number of highway crossings over the track, . . . . .	13
Number of highway crossings under the track, . . . . .	15

## EQUIPMENT.

Number of locomotives (not including switching engines), . . . . .	1
Weight of same, including tender, water, and fuel,	58.7 tons.
Number of coal, gravel, and other cars, . . . . .	20

## OFFICERS.

*President*, CHARLES DICKINSON (dead), Waterbury, Conn.

*Vice-President*, GEORGE R. CURTIS, Meriden, Conn.

*Secretary*, GEORGE ROCKWELL, Meriden, Conn.

*Treasurer*, GEORGE ROCKWELL, Meriden, Conn.

*Auditors*, A. CHAMBERLAIN AND C. L. ROCKWELL, Meriden, Conn.



## BOARD OF DIRECTORS.

CHARLES DICKINSON (dead), Waterbury, Conn.

H. L. WADE, Waterbury, Conn.

E. D. STEELE, Waterbury, Conn.

HENRY A. MATHEWS, Waterbury, Conn.

H. C. WILCOX, Meriden, Conn.

GEORGE R. CURTIS, Meriden, Conn.

A. CHAMBERLAIN, Meriden, Conn.

C. L. ROCKWELL, Meriden, Conn.

SAMUEL DODD, Meriden, Conn.

Attest,       GEORGE R. CURTIS, *Vice-President*.Attest,       GEORGE ROCKWELL, *Treasurer*.STATE OF CONNECTICUT,       }  
COUNTY OF NEW HAVEN. }

November 13, 1888.

. Then personally appeared George R. Curtis, Vice-President, and George Rockwell, Treasurer, of the Meriden & Waterbury Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

J. M. HARMON,

*Notary Public.*

## PROPER ADDRESS OF THE COMPANY.

THE MERIDEN & WATERBURY RAILROAD COMPANY,  
Meriden, Conn.

# MERIDEN, WATERBURY & CONNECTICUT RIVER RAILROAD COMPANY.

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*Return of the Meriden, Waterbury & Connecticut River Railroad Company from June 9, 1888, date of Consolidation, to September 30, 1888.*

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## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$8,069.94
From freight transportation,	-	-	-	15,295.72
From express,	-	-	-	375.00
From rents,	-	-	-	78.00
Total gross earnings,	-	-	-	<u>\$23,818.66</u>

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	-	-	\$5,786.23
For repairs of bridges,	-	-	432.43
For repairs of buildings and fixtures,	-	-	56.90
For repairs of locomotives,	-	-	722.09
For repairs of cars,	-	-	594.26
For repairs of machinery and tools,	-	-	1.62
For salaries and labor, not included above,	-	-	6,566 33
For fuel for locomotives and cars :			
394 tons of coal, at \$4.00,	-	-	1,586.12
For fuel for stations and shops,	-	-	6.25
For oil and waste,	-	-	195.70
For damages, losses, and gratuities:			
to persons,	-	-	\$21.00
to property,	-	-	10.00— 31.00
For printing and stationery,	-	-	515.34

1889.] MERIDEN, WATERBURY & CONN. RIVER RAILROAD. £05

For advertising,	-	-	-	-	\$262.50
For incidentals,	-	-	-	-	110.92
Total operating expenses,	-	-	-	-	\$16,867.69
Net earnings,	-	-	-	-	6,950.97

TOTAL RECEIPTS AND EXPENDITURES.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	-	-	-	\$7,380.86
Bills and accounts receivable at date of last report,	-	-	-	21,877.29
From gross earnings as stated,	-	-	-	23,818.66
From bills payable, -	-	-	-	152,394.96
From increase of accounts payable,	-	-	-	3,338.28
Total,	-	-	-	\$208,810.05

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses as stated,	-	-	-	\$16,867.69
For construction,	-	-	-	137,274.12
For equipment,	-	-	-	13,831.20
For real estate,	-	-	-	9,147.50
Increase of materials on hand,	-	-	-	343.67
Accounts receivable, charged profit and loss —	-	-	-	-
worthless,	-	-	-	1.00
Bills and accounts receivable this date,	-	-	-	29,655.87
Cash on hand to balance,	-	-	-	1,689.00
Total,	-	-	-	\$208,810.05

GENERAL BALANCE-SHEET.

*Assets.*

Construction account,	-	-	-	\$1,137,099.62
Equipment, -	-	-	-	125,270.76
Real estate, -	-	-	-	32,906.61
Materials on hand, -	-	-	-	1,694.32
Accounts receivable,	-	-	-	23,117.42



Due from agents,	-	-	-	-	\$6,538.45
Cash on hand,	-	-	-	-	1,689.00
Total,	-	-	-	-	\$1,328,316.18

*Liabilities.*

Capital stock,	-	-	-	-	\$500,000.00
Bonds payable,	-	-	-	-	200,000.00
Bills payable,	-	-	-	-	619,158.39
Accounts payable,	-	-	-	-	4,139.38
Profit and loss,	-	-	-	-	5,018.41
Total,	-	-	-	-	\$1,328,316.18

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$500,000.00
Capital stock authorized by vote of company,	-	-	500,000.00
Capital stock issued, viz :			
5,000 full shares of \$100 each,	-	-	500,000.00
Stock issued for stock of—			
Meriden & Cromwell Railroad Company,	-	-	300,000.00
Meriden & Waterbury Railroad Company,	-	-	200,000.00
Amount stock held in Connecticut,	-	-	499,200.00
Number of stockholders residing in Connecticut,	-	-	418
Whole number of stockholders,	-	-	426

## BONDS OR FUNDED DEBT.

First mortgage, due 1925, rate of interest, 5 per cent.,	200,000.00
Interest not due.	

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz :

From Cromwell, Conn., to Meriden, Conn.,  
April 6, 1885.

From Meriden, Conn., to Waterbury, Conn.  
(Dublin St.), July 14, 1888.

Length of main line from Cromwell, Conn., to Waterbury (Dublin St.),	28.07m.
Length of branches, Center St. ext., Meriden,	.84m.
Length of all branches,	.84m.
Length of road (main line and branch) owned by the company,	28.91m.
Length of sidings, or other tracks not included above,	3.45m.
Length of track of road, including branch and sidings, in single track miles,	32.36m.
Length of track laid with steel rails (weight per yard, 56 lbs.),	32.36m.
Aggregate length of wooden trestles, in feet,	5,608
Aggregate length of iron bridges, in feet,	596
Number of spans of 25 feet or over,	12
Aggregate length of stone arch bridges, in feet,	14
Number of highway crossings over the track,	17
Number of highway crossings under the track,	15
Number of highway crossings at grade,	15
Length of all roads operated by this company,	28.91m.
Number of stations on main line,	12
Number of stations on branch,	1

## EQUIPMENT.

Number of locomotives (not including switching engines),	5
Average weight of same, including tender, water, and fuel,	65.45 tons.
Number of passenger cars,	8
Number of baggage and mail cars,	2
Number of merchandise cars,	19
Number of coal, gravel, and other cars,	137
Number of locomotives equipped with train brakes,	2
Number of cars equipped with train brakes,	10
Name of brake,	Westinghouse Automatic.
Number of passenger train cars with patent plat- form, buffer, and coupler,	10
Name of patent,	Miller.
Name of system of lighting and heating in use upon the passenger cars of your road (see Chapter XC, Public Acts of 1887),	300° oil and coal stove.

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on roads operated by this company, excluding season ticket passengers, - - - -	.0232
Average rate per mile for season ticket passengers, reckoning one round trip per day to each ticket, - - - -	.0084
Average rate of fare per mile from all passengers, - - - -	.0223
Total number of passengers carried, - - - -	24,072
Passenger mileage, or passengers carried one mile, - - - -	362,226
Miles run by passenger trains, - - - -	13,360
Miles run by freight trains, - - - -	8,756
Miles run by all other trains, construction,* - - - -	12,622
Total miles run, - - - -	34,738
Total number of tons of freight carried, - - - -	22,718
Freight mileage, or tons carried one mile, - - - -	339,962
Average rate of freight per ton per mile, - - - -	.045
Number of men employed in operating road, including officers, - - - -	95

## OFFICERS.

*President*, H. C. WILCOX, Meriden, Conn.  
*Vice-President*, E. D. STEELE, Waterbury, Conn.  
*Secretary*, GEO. ROCKWELL, Meriden, Conn.  
*Treasurer*, GEO. ROCKWELL, Meriden, Conn.  
*Superintendent*, CHAS. M. CRAWFORD, Meriden, Conn.  
*Auditors*, { A. CHAMBERLAIN, Meriden, Conn.  
                  { C. L. ROCKWELL, Meriden, Conn.  
*General Ticket Agent*, H. L. B. POND, Meriden, Conn.  
*General Freight Agent*, H. L. B. POND, Meriden, Conn.

## BOARD OF DIRECTORS.

H. C. WILCOX, Meriden, Conn.  
 GEO. R. CURTIS, Meriden, Conn.  
 SAMUEL DODD, Meriden, Conn.

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\* Should not be used in calculations as to earnings and expenses per train mile.



A. CHAMBERLAIN, Meriden, Conn.

C. L. ROCKWELL, Meriden, Conn.

A. S. CHASE, Waterbury, Conn.

E. D. STEELE, Waterbury, Conn.

H. A. MATHEWS, Waterbury, Conn.

H. L. WADE, Waterbury, Conn.

Attest, HORACE C. WILCOX, *President.*

Attest, GEO. ROCKWELL, *Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, } MERIDEN, CONN., Nov. 12, 1888.

Then personally appeared Horace C. Wilcox, President, and Geo. Rockwell, Treasurer, of the Meriden, Waterbury & Connecticut River Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

J. M. HARMON,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

THE MERIDEN, WATERBURY & CONNECTICUT RIVER  
RAILROAD COMPANY,

Meriden, Conn.

# NAUGATUCK RAILROAD COMPANY.

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*Return of the Naugatuck Railroad Company for the year ending  
September 30, 1888.*

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[Earnings and expenses included in report of New York, New Haven & Hartford Railroad Company, lessees.]

## TOTAL RECEIPTS AND EXPENDITURES.

### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	-	-	\$109,752.45
Bills and accounts receivable at date of last report,			101,511.59
Rental N. Y., N. H. & H. R. R. Co., int.,			\$6,000.00
Rent,	-	-	200,000.00
			<hr/>
			206,000.00
Decrease in materials and supplies,	-	-	60,739.53
Total,	-	-	<hr/>
			\$478,003.57

### STATEMENT OF TOTAL EXPENDITURES.

For interest,	-	-	-	-	6,000.00
For dividends (number, 2, rate per cent., 5 per cent. each),	-	-	-	-	200,000.00
Date when paid, Jan. 2d and July 2d, 1888.					
Paid N. Y., N. H. & H. R. R. Co.,					
lessee, cash and bills receivable,				190,276.94	
Decrease in bills payable,	-	-	-	81,726.63	
				<hr/>	
					272,003.57
Total,	-	-	-	-	<hr/>
					\$478,003.57

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## GENERAL BALANCE-SHEET.

*Assets.*

Construction,	-	-	-	-	\$1,903,483.75
Equipment,	-	-	-	-	234,086.57
Equipment (Union Line freight cars),	-	-	-	-	63,000.00
Real estate,	-	-	-	-	101,500.00
Right of way for double track,	-	-	-	-	3,691.83
Second track,	-	-	-	-	117,521.87
N. Y., N. H. & H. R. R. Co., lessee,—					
being cash and bills receivable,					
1887,	-	-	-	\$284,603.57	
Less bills payable,	-	-	-	94,326.63	
					<u>190,276.94</u>
Total,	-	-	-	-	\$2,613,560.96

*Liabilities.*

Capital stock,	-	-	-	-	\$2,000,000.00
First mortgage bonds,	-	-	-	-	150,000.00
Profit and loss,	-	-	-	-	463,560.96
Total,	-	-	-	-	<u>\$2,613,560.96</u>

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$2,000,000.00
Capital stock authorized by vote of company,	-	-	2,000,000.00
Capital stock issued, viz.:			
20,000 full shares of \$100 each,			2,000,000.00
Stock issued for cash,	-	-	397,696.00
Stock issued for bonds,	-	-	273,000.00
Stock issued for undivided earnings,	-	-	142,700.00
Stock issued for increased valuation of road, or equipment, or both,	-	-	448,825.00
Stock issued to contractor for work done and mate- rials furnished,	-	-	675,879.00
Stock charged profit and loss for loss on stock sold,			30,200.00



Stock charged profit and loss for over-issue by N. Y.	
transfer agent, - - - -	\$31,700.00
Amount of stock held in Connecticut, - -	1,414,500.00
Number of stockholders residing in Connecticut, -	485
Whole number of stockholders, - - - -	635

## BONDS OR FUNDED DEBT.

First mortgage, due 1913, rate of interest 4 per cent.,	150,000.00
Interest paid to June 1, 1888.	

## DESCRIPTION OF ROAD.

Date when road or different portions thereof were opened for use, viz.:

From junction of N. Y., N. H. & H. R. R.  
Co. to Waterbury, June 11, 1849; from  
Waterbury to Winsted, Sept. 24, 1849.

Length of main line from junction N. Y., N. H. & H. R. R. Co. to Winsted, - - - -	56.55m.
Length of road (main line) owned by the company, - - - -	56.55m.
Length of double track road (in main line), - - - -	5.40m.
Length of sidings or other tracks not included above, - - - -	14.54m.
Length of track of road, including sidings, in single track miles, - - - -	76.49m.
Length of track laid with steel rails, - - - -	61.95m.
Number of new ties put in track during the year (cost, \$9,140.66), - - - -	19,871
Aggregate length of wooden bridges, in feet, - - - -	2,011
Number of spans of 25 feet or over, - - - -	5
Aggregate length of iron bridges, in feet, - - - -	1,419
Number of spans of 25 feet or over, - - - -	15
Aggregate length of stone arch bridges, in feet, - - - -	57
Number of highway crossings over the track, - - - -	1
Number of highway crossings under the track, - - - -	1
Number of highway crossings at grade, - - - -	48
Number of highway crossings at grade with gates, - - - -	6
Number of highway crossings at grade with electric signals, - - - -	4
Number of railroads crossed at grade, and names of each, - - - -	3

New Haven & Derby, New York & New England, Hartford & Conn. Western.			
Length of all roads leased by this company to			
N. Y., N. H. & H. R. R. Co.,	-	-	60.99m.
Number of stations on main line,	-	-	19
Number of stations on leased lines (one flag),	-	-	3

[Equipment, fares, freight, etc., and accidents included in report of New York, New Haven & Hartford Railroad Company, lessees.]

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#### OFFICERS.

*President*, WILLIAM D. BISHOP, Bridgeport, Conn.  
*Secretary*, HORACE NICHOLS, Bridgeport, Conn.  
*Treasurer*, WILLIAM L. SQUIRE, New Haven, Conn.  
*Superintendent*, GEO. W. BEACH, Waterbury, Conn.

#### BOARD OF DIRECTORS.

WILLIAM D. BISHOP, Bridgeport, Conn.  
 WILLIAM D. BISHOP, JR., Bridgeport, Conn.  
 A. L. DENNIS, Newark, N. J.  
 S. S. DENNIS, Newark, N. J.  
 JOHN B. ROBERTSON, New Haven, Conn.  
 JOEL A. SPERRY, New Haven, Conn.  
 F. J. KINGSBURY, Waterbury, Conn.  
 R. M. BASSETT, Derby, Conn.  
 D. W. PLUMB, Shelton, Conn.

Attest, WM. D. BISHOP, *President*.  
 Attest, WM. L. SQUIRE, *Treasurer*.

STATE OF NEW YORK, }  
CITY AND COUNTY OF NEW YORK, }

1888.

Then personally appeared William D. Bishop, President, and William L. Squire, Treasurer, of The Naugatuck Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

CHARLES McCONVILLE,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY

NAUGATUCK RAILROAD COMPANY,

Bridgeport, Conn.



# NEW HAVEN & DERBY RAILROAD COMPANY.

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*Return of the New Haven & Derby Railroad Company, for the  
year ending September 30, 1888.*

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## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$81,322.16
From freight transportation,	-	-	-	84,977.77
From United States Mails,	-	-	-	993.70
From express,	-	-	-	2,656.91
From rents,	-	-	-	94.00
From hoisting,	-	-	-	3,206.96
From switching, wharfage, and weighing,	-	-	-	527.34
Total gross earnings,	-	-	-	<u>\$173,778.84</u>

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	-	-	-	\$9,445.12
For repairs of bridges,	-	-	-	6,939.27
For repairs of fences,	-	-	-	625.14
For repairs of buildings and fixtures,	-	-	-	846.46
For repairs of locomotives,	-	-	-	5,591.03
For repairs of cars,	-	-	-	5,732.01
For repairs of dock,	-	-	-	103.46
For repairs of machinery and tools,	-	-	-	323.87
For salaries and labor not included above,	-	-	-	46,292.54
For fuel for locomotive and cars, 2,403 $\frac{144}{240}$ tons of coal,	-	-	-	8,806.18
For fuel for stations and shops, 71 $\frac{520}{240}$ tons of coal,	-	-	-	34.17
For oil and waste,	-	-	-	1,185.23

For damages, losses, and gratuities:

To persons, - - -	\$237.71	
To property, - - -	79.45	\$317.16
	<hr/>	
For stationery and printing, - - -	-	1,950.88
For insurance, - - -	-	350.00
For rents of other roads:		
N. Y., N. H. & H., - - -	\$3,500.00	
Office in New York, - - -	250.00	3,750.00
	<hr/>	
For mileage of freight cars, - - -	-	2,094.47
For legal expenses, - - -	-	53.10
For removing snow, - - -	-	2,587.09
For water supplies, - - -	-	485.16
For demurrage, - - -	-	724.62
For telegraph, - - -	-	12.94
For train supplies, - - -	-	893.20
	<hr/>	
Total operating expenses, - - -	-	\$99,143.10
	<hr/>	
Net earnings, - - -	-	\$74,635.74

## TOTAL RECEIPTS AND EXPENDITURES.

### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, - - -	\$16,236.12
Bills and accounts receivable at date of last report, - - -	7,095.24
From gross earnings as stated, - - -	173,778.84
From increase in bills payable, - - -	97,800.34
From bills payable, - - -	20,000.00
From sale of materials, - - -	333.71
	<hr/>
Total, - - -	\$315,244.25

### STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, as stated, - - -	\$99,143.10
For taxes, - - -	5,419.90
For interest, - - -	37,375.00
For new locomotives, cars, and air brakes, and ex- penses on same, - - -	21,734.13
For improvements in New Haven, - - -	2,326.99
For dock dredging, - - -	5,545.00

For Derby extension, land account,	-	-	\$8,468.92
For Derby extension, construction account,	-	-	122,613.85
For bond account, - - - -	-	-	2,600.00
Bills and accounts receivable this date,	-	-	8,283.53
Cash on hand to balance, - - -	-	-	1,733.83
Total, - - - -	-	-	<u>\$315,244.25</u>

## GENERAL BALANCE-SHEET.

*Assets.*

Construction, - - - -	-	\$1,267,951.90
Equipment, - - - -	-	200,078.05
Furniture, tools, and machinery, - - -	-	10,897.82
Improvements in New Haven, - - - -	-	2,326.99
Dock dredging, - - - -	-	5,545.00
Derby extension, land account, - - -	-	8,468.92
Derby extension, construction account, -	-	122,613.85
Bond account, - - - -	-	2,600.00
Bills receivable, - - - -	-	8,283.53
Materials on hand, - - - -	-	9,386.31
Cash, - - - -	-	1,733.83
Total, - - - -	-	<u>\$1,639,886.20</u>

*Liabilities.*

Capital stock, - - - -	-	\$447,000.00
First mortgage bonds, - - - -	-	300,000.00
Second mortgage bonds, - - - -	-	225,000.00
S. E. Merwin <i>et al.</i> , trustees,* - - -	-	463,174.74
Accounts payable, - - - -	-	99,988.11

\* *Luzon B. Morris, Samuel E. Merwin, and E. G. Stoddard, Trustees:*

For Coupons Nos. 4 to 29, inclusive, on \$225,000 bonds of the N. H. & Derby R. R. Co., guaranteed by city of New Haven, and paid by it at their respective dates of maturity, - - -	-	\$204,750.00
For accrued interest on said Coupons at 6 per cent. per annum, from date of their respective maturities to December 31, 1887, - - -	-	166.833.36



Bills payable,	-	-	-	-	\$20,000.00
Outstanding coupons,	-	-	-	-	840.00
Profit and loss,	-	-	-	-	83,883.35
Total,	-	-	-	-	<u>\$1,639,886.20</u>

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$700,000.00
Capital stock authorized by vote of Company,	-	-	457,000.00
Capital stock issued, viz.:			
4,470 full shares,	-	-	447,000.00
Stock issued for cash,	-	-	447,000.00
Amount of stock held in Connecticut,	-	-	309,500.00
Number of stockholders residing in Connecticut,	-	-	161
Whole number of stockholders,	-	-	170

## BONDS OR FUNDED DEBT.

First mortgage, due May 1, 1888,	-	-	\$300,000.00
Interest paid to May 1, 1888.			
Second mortgage bonds, due 1900,	-	-	225,000.00
Interest paid to August 1, 1887.			

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For balance of interest paid by the city of New Haven on the notes of the N. H. & Derby R. R. Co., for \$75,000 and \$50,000, and interest thereon, from dates of respective payments to September 30, 1887,	-	-	\$40,360.98
Less amount credited, September 30, 1887,	-	1,250.00	39,110.98
For interest on \$40,360.98 from September 30, 1887, to December 31, 1887, 3 months, at 6 per cent.,	-	-	605.40
For interest on \$50,000 note of N. H. & D. R. R. Co., from September 30 to December 31, 1887, at 5 per cent.,	-	-	625.00
For transfer of accounts, city note,	-	-	50,000.00
Six months' interest on \$50,000 to October 1, 1887,	-	-	1,250.00
			<u>\$463,174.74</u>

Under the contract of sale by the city of New Haven to William H. Starbuck, the amount, \$463,174.74, was found to be due the city, and was assigned to the above-named trustees, to be turned over to Mr. Starbuck, on completion of his contract.

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From New Haven to Ansonia, August, 1871.

Length of main line from New Haven to Ansonia,	13m.
Length of road (main line) owned by the Company,	13m.
Length of sidings, or other tracks not included above, - - - - -	3.18m.
Length of track of road, including sidings, in single track miles, - - - - -	16.18m
Length of track laid with steel rails (weight per yard, 56 lbs.), - - - - -	13m.
Weight per yard of iron rails in main line, 56 lbs.,	
Number of new ties put in track during the year (cost, \$1,735.82), - - - - -	3,860
Aggregate length of wooden bridges, in feet, -	5,633
Number of spans of 25 feet or over, - - -	10
Number of highway crossings over the track, -	10
Number of highway crossings under the track, -	9
Number of highway crossings at grade, - - -	19
Number of highway crossings at grade with gates,	3
Number of highway crossings at grade with flagmen, - - - - -	3
Number of railroads crossed at grade, and names of each, Naugatuck, - - - - -	1
Length of all roads operated by this Company, -	13m.
Number of stations on main line, - - - - -	7

## EQUIPMENT.

Number of locomotives (not including switching engines), - - - - -	7
Average weight of same, including tender, water, and fuel, - - - - -	80 tons.
Number of passenger cars, - - - - -	9
Number of baggage and mail cars, - - - - -	3
Number of merchandise cars, - - - - -	16
Number of coal, gravel, and other cars, - - -	57
Number of cars equipped with train brakes, -	3
Name of brake, - - - - -	Westinghouse Automatic.

Number of passenger train cars with patent platform, buffer, and coupler, - - -	12
Name of patent, - - - - -	Miller.
Name of system of lighting and heating in use upon the passenger cars of your road (see Chapter XC, Public Acts of 1887):	
Lighting, sperm oil; 9 stoves, including baggage car.	

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on roads operated by this company, excluding season ticket passengers, - - - -	.0299
Average rate per mile for season ticket passengers, reckoning one round trip per day to each ticket, - - - -	.0061
Average rate of fare per mile from all passengers, - - - -	.0294
Total number of passengers carried, - - - -	303,758
Passenger mileage, or passengers carried one mile, - - - -	3,189,459
Miles run by passenger trains, - - - -	56,931
Miles run by freight trains, - - - -	46,792
Miles run by all other trains, - - - -	18,583
Total miles run, - - - -	122,306
Total number of tons of freight carried, - - - -	110,420
Freight mileage, or tons carried one mile, - - - -	1,269,830
Average rate of freight per ton per mile, - - - -	.0669
Number of men employed in operating road, including officers, - - - -	112

## ACCIDENTS.

## STATEMENT OF EACH ACCIDENT IN DETAIL.

1887.

Nov. 10. Peter Carter, a boy of six years of age, was hit by the last car on train No. 10, in the cut near West Bridge. He died in about one hour. He was down the bank as the train was passing.

1888.

Feb. 6. James Hall, engineer of train leaving New Haven at 1 o'clock, P. M., the fourth inst., while looking from the engine, was struck on the back of the head, in Allingtown Cut, by a piece of ice or stone, and received a scalp wound.



July 30. Abel Munson, brakeman on freight train leaving New Haven 2 p. m., July 28, was struck by overhead bridge at Daggett Street, this city, causing a severe scalp wound and broken collar bone. He was riding on top of passenger car used as a caboose, a position entirely uncalled for, and the result of his own carelessness.

July 30. Two men, named Bokmeister and William Chroster, about 400 feet east of Birmingham station, while walking on the track, were thrown down embankment. The train was stopped, and the men were found not to be at all injured. The engineer gave necessary caution signals, but the men claimed they were talking, and did not hear the whistle.

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#### OFFICERS.

*President*, WM. H. STEVENSON, Bridgeport, Conn.

*Secretary*, A. H. KELLAM, New Haven, Conn.

*Treasurer*, CHARLES ATWATER, New Haven, Conn.

*Superintendent*, J. P. HOPSON, New Haven, Conn.

*Auditor*, A. C. HEILMAN, New Haven, Conn.

*General Ticket Agent*, L. J. BRADLEY, New Haven, Conn.

*General Freight Agent*, L. J. BRADLEY, New Haven, Conn.

#### BOARD OF DIRECTORS.

WM. H. STEVENSON, Bridgeport, Conn.

N. D. SPERRY, New Haven, Conn.

SAML. E. MERWIN, New Haven, Conn.

THOS. WALLACE, Ansonia, Conn.

FRANKLIN FARRELL, Ansonia, Conn.

WM. E. DOWNS, Birmingham, Conn.

EDWD. N. SHELTON, Birmingham, Conn.

WM. H. STARBUCK, New York.

J. A. BOSTWICK, New York.

J. L. MACAULAY, New York.

HENRY HENTZ, New York.

E. V. CARY, New York.

M. E. STONE, New York.

Attest, WM. H. STEVENSON, *President*.

Attest, CHAS. ATWATER, *Treasurer*.

STATE OF CONNECTICUT,                    }  
COUNTY OF NEW HAVEN.                }     NEW HAVEN, Nov. 19, 1888.

Then personally appeared Wm. H. Stevenson, President, and Charles Atwater, Treasurer, of the New Haven & Derby Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

J. D. PLUNKETT,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

NEW HAVEN & DERBY RAILROAD COMPANY,  
New Haven, Conn.

# NEW HAVEN & NORTHAMPTON COMPANY.

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*Return of the New Haven & Northampton Company, for the year ending September 30, 1888.*

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[Earnings and expenses included in returns of The N. Y., N. H. & H. R. R. Co., under lease.]

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## TOTAL RECEIPTS AND EXPENDITURES.

### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	-	-	\$2,563.07
Bills and accounts receivable at date of last report,			37,601.32
From N. Y., N. H. & H. R. R.			
Paid sinking fund,	-	\$25,125.00	
Rental of road,	-	24,600.00	
For interest on bonds,	-	233,000.00	
For interest on H. & W. bonds,	14,000.00—		296,725.00
Paid taxes Conn. and Mass.,	-	-	27,153.80
From dividend on H. & W. stock,	-	-	500.00
From dividend on Southington Water Company,	-		25.00
From decrease materials on hand,	-	-	58,175.32
From N. Y., N. H. & H. Railroad, rent H. & W. road,	-	-	9,248.82
\$60,000 decrease in assets (H. & W. bonds to sinking fund),	-	-	60,000.00
Total,	-	-	\$491,992.33

### STATEMENT OF TOTAL EXPENDITURES.

For interest on bonds,	-	-	\$233,000.00
For dividends,	-	-	24,600.00



Paid N. Y., N. H. & H. Railroad, viz.:

Cash, - - - -	\$2,563.07	
Bills and accounts receivable, -	37,601.32	
Materials and supplies, -	58,175.32—	\$98,339.71
Paid salaries and incidental expenses, -	-	520.73
Rental H. & W. Railroad, interest,	\$14,000.00	
Cash, - - - -	9,248.82—	23,248.82
Taxes in Conn. & Mass., - - - -	-	27,153.80
Paid to sinking fund account,* and 10 payments, -	-	75,000.00
Accrued interest on deferred payments, -	-	10,125.00
Cash on hand to balance, - - - -	-	4.27
Total, - - - -	-	\$491,992.30

### GENERAL BALANCE-SHEET.

#### *Assets.*

Cost of railroad, - - - -	\$5,650,038.40
Cost of equipment, - - - -	911,781.53
Lands in New Haven, - - - -	19,372.81
Stock H. & W. Railroad, - - - -	20,000.00
Stock in Southington Water Company, -	1,000.00
Sinking fund, for redemption of Consolidated bonds,† - - - -	142,500.00
Cash on hand, - - - -	4.27
Total, - - - -	\$6,744,697.01

#### *Liabilities.*

Capital stock, - - - -	\$2,460,000.00
Seven per cent. mortgage bonds, - - - -	1,300,000.00
Six per cent. mortgage bonds, - - - -	1,200,000.00
Five per cent. mortgage bonds, - - - -	700,000.00
Five per cent. convertible bonds, - - - -	700,000.00
Profit and loss, - - - -	384,697.01
Total, - - - -	\$6,744,697.01

* 60,000 H. & W. bonds, - - - -	\$60,000.00
15,000 Cash, - - - -	15,000.00
To sinking fund, - - - -	\$75,000.00
Past due interest on payments, - - - -	10,125.00
† Arrears paid September, 1888, \$85,125.00.	

## PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE-SHEET.

Bonds guaranteed by this company, or a lien on its road, viz.:

H. & W. Railroad 7 per cent.,	\$200,000.00
H. & W. Railroad 6 per cent.,	60,000.00—\$260,000.00

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$5,000,000.00
Capital stock authorized by vote of company,	-	-	2,600,000.00
Capital stock issued, viz.:			
24,600 full shares of \$100 each,	-	-	2,460,000.00
Stock issued for cash,	-	-	1,882,000.00
Stock issued for undivided earnings,	-	-	578,000.00
Amount of stock held in Connecticut,	-	-	2,142,300.00
Number of stockholders residing in Connecticut,	-	-	142
Whole number of stockholders,	-	-	223

## BONDS OR FUNDED DEBT.

First mortgage, due 1899; rate of interest, 7 per cent., - - - - - \$1,300,000.00

Interest paid to date.

Consolidated mortgage and sinking fund; rate of interest, 6 per cent., due 1909, - - - 1,200,000.00

Northern Extension mortgage; rate of interest, 5 per cent., due 1911, - - - - - 700,000.00

Convertible bonds; rate of interest, 5 per cent., due 1896, - - - - - 700,000.00

Interest paid to date.

Holyoke & Westfield bonds, guaranteed:

Seven per cent., due 1892, - - - 200,000.00

Six per cent., due 1898, - - - 60,000.00

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From New Haven to Plainville, 1848.

From Plainville to Granby, 1850.

. From Granby to Northampton, 1857.

From Northampton to Williamsburg,  
1869.

From Farmington to Collinsville, 1850.

From Collinsville to New Hartford,  
1870.

From Northampton to Conway Junction,  
1881.

From South Deerfield to Turner's  
Falls, 1881.

	In Conn.	Total.
Length of main line from New Haven to Conway Junction, . . . .	51.26m.	94.64m.
Length of branches and names:		
From Farmington to New Hartford, -	14.09m.	14.09m.
From Simsbury to Tariffville, - .	1.04m.	1.04m.
From Northampton to Williamsburg,		7.51m.
From South Deerfield to Turner's Falls, . . . . .		10.07m.
Length of all branches, - . . . .	15.13m.	32.71m.
Length of road (main line and branches) owned by the company, - . . . .	66.39m.	127.35m.
Length of sidings, or other tracks not in- cluded above, . . . . .	18.30m.	32.20m.
Length of track of road, including branches and sidings, in single track miles, -	84.69m.	159.55m.
Length of track laid with steel rails (weight per yard, 60 lbs.), . . . . .	24.99m.	131.42m.
Weight per yard of iron rails in main line, 60 lbs., in branches, 60 lbs.		
Number of new ties put in track during the year (cost, \$35,477.32), . . . .	48,083	85,734
Aggregate length of wooden bridges, in feet, . . . . .	1,431	1,549
Number of spans of 25 feet or over, . .	6	7
Aggregate length of iron bridges, in feet,	1,729	5,237
Number of spans of 25 feet or over, . .	23	82
Aggregate length of stone arch bridges, in feet, . . . . .	324	723



	In Conn.	Total.
Number of highway crossings over the track, - - - - -	12	31
Number of highway crossings under the track, - - - - -	11	32
Number of highway crossings at grade, -	82	132
Number of highway crossings at grade, with gates, - - - - -	1	3
Number of highway crossings at grade, with flagmen, - - - - -	1	4
Number of highway crossings at grade, with electric signals, - - - - -	2	3
Number of railroads crossed at grade, and names of each:		
N. Y. & N. E. Railroad at Plainville, Conn.; Hartford & Conn. Western at Simsbury and New Hartford;		.
Boston & Albany at Westfield, Mass.,	3	4
Number of stations on main line, - - -	14	22
Number of stations on branches, - - -	4	11
Number of stations on leased lines, -		2

[Equipment, fares and freight and accidents included in returns of the N. Y., N. H. & H. Railroad.]

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#### OFFICERS.

*President*, CHARLES N. YEAMANS, New Haven, Conn.

*Secretary*, EDWARD A. RAY, New Haven, Conn.

*Treasurer*, EDWARD A. RAY, New Haven, Conn.

#### BOARD OF DIRECTORS.

CHARLES N. YEAMANS, New Haven, Conn.

GEORGE J. BRUSH, New Haven, Conn.

DANIEL TROWBRIDGE, New Haven, Conn.

HORATIO G. KNIGHT, Easthampton, Mass.

GEORGE H. WATROUS, New Haven, Conn.

CHARLES M. POND, Hartford, Conn.

EZEKIEL H. TROWBRIDGE, New Haven, Conn.

EDWARD M. REED, New Haven, Conn.

CHARLES P. CLARK, New Haven, Conn.

Attest, CHAS. N. YEAMANS, *President.*

Attest, EDWARD A. RAY, *Treasurer.*

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN. }

Nov. 15, 1888.

Then personally appeared Charles N. Yeamans, President, and Edward A. Ray, Treasurer, of the New Haven & Northampton Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

A. S. MAY,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

THE NEW HAVEN & NORTHAMPTON COMPANY,  
Union Passenger Station,  
New Haven, Conn.

# NEW LONDON NORTHERN R. R. CO.

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*Return of the New London Northern Railroad Company for the  
year ending September 30, 1888.*

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## LESSEE'S ACCOUNT OF EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$212,590.72
From freight transportation,	-	-	-	379,338.99
From United States mails,	-	-	-	11,030.00
From express,	-	-	-	10,298.79
From rents,	-	-	-	13,133.07
Total gross earnings,	-	-	-	<u>\$626,391.57</u>

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	-	-	\$66,660.98
For repairs of bridges,	-	-	19,019.06
For repairs of fences,	-	-	3,043.77
For repairs of buildings and fixtures,	-	-	5,028.85
For repairs of locomotives,	-	-	30,915.21
For repairs of cars,	-	-	36,538.01
For salaries and labor, not included above,	-	-	134,688.47
For fuel for locomotives and cars:			
17,412 tons of coal,	-	\$62,683.49	
1,262 cords of wood,	-	4,629.72—	67,313.21
For fuel for stations and shops:			
426 tons of coal,	-	-	1,472.74
For oil and waste,	-	-	5,588.32
For damages, losses, and gratuities:			
to persons,	-	\$165.00	
to property,	-	1,342.97—	1,507.97



For insurance, - - - - -	\$2,232.54
For stationery, printing, and advertising, - -	4,925.40
For water supply, - - - - -	2,031.36
For train supplies, - - - - -	814.81
For station supplies, - - - - -	4,840.76
For mileage, freight cars, - - - - -	21,695.82
For contingencies and miscellaneous, - -	6,019.27
For taxes, - - - - -	17,997.32
Total operating expenses, - - - - -	<u>\$432,333.87</u>
Net earnings, - - - - -	<u>194,057.70</u>

## TOTAL RECEIPTS AND EXPENDITURES.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

## (Company's Account.)

Cash on hand at date of last report, - -	\$38,583.86
Bills and accounts receivable at date of last report, -	274,170.27
From rent of road and other rents, - -	207,152.27
From interest, - - - - -	33,706.70
From unpaid dividends, - - - - -	274.00
From unpaid coupons, - - - - -	452.50
Total, - - - - -	<u>\$554,339.60</u>

## STATEMENT OF TOTAL EXPENDITURES.

For general expenses, - - - - -	\$6,761.09
For interest, - - - - -	86,383.83
For dividends (number four, rate per cent. $1\frac{3}{4}$ ), -	105,000.00
Dates when paid, October, January, April, and July.	
For land at Amherst, - - - - -	1,600.00
For repairs to wharf, etc., at New London, -	1,732.86
For Gill crossing, - - - - -	3,134.46
For change of grade at Miller's Falls, - -	24,473.83
For damage by freshets, - - - - -	1,319.80
For steel rails, less old iron, - - - - -	47,082.48
Old dividends, - - - - -	169.25
Old coupons, - - - - -	1,907.50

1889.]

## NEW LONDON NORTHERN RAILROAD.

331

Bills and accounts receivable this date,	-	-	\$250,982.73
Cash on hand to balance,	-	-	23,791.77
Total,	-	-	<u>\$554,339.60</u>

## GENERAL BALANCE-SHEET.

*Assets.*

Construction account,	-	-	-	\$2,820,799.28
Equipment account,	-	-	-	248,420.44
Bonds of Battleboro & Whitehall railroad,	-	-	-	150,000.00
Steamboat property,	-	-	-	93,170.00
Accounts receivable,	-	-	-	250,982.73
Cash on hand,	-	-	-	23,791.77
Total,	-	-	-	<u>\$3,587,164.22</u>

*Liabilities.*

Capital stock,	-	-	-	\$1,500,000.00
Funded debt,	-	-	-	1,499,500.00
Unfunded debt,	-	-	-	135,000.00
Dividends unpaid,	-	-	-	1,417.75
Coupons unpaid,	-	-	-	856.84
Profit and loss,	-	-	-	450,389.63
Total,	-	-	-	<u>\$3,587,164.22</u>

## GENERAL INFORMATION.

## (Company's Accounts.)

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$2,000,000.00
Capital stock authorized by vote of company,	-	-	1,500,000.00
Capital stock issued, viz.:			
15,000 full shares of \$100 each,	-	-	1,500,000.00
Stock issued for cash,	-	-	340,673.33
Stocks issued for bonds,	-	-	1,102,660.00
Stock issued for stock of Amherst, Belchertown & Palmer railroad,	-	-	56,666.67

Amount of stock held in Connecticut, - -	\$901,800.00
Number of stockholders residing in Connecticut, -	217
Whole number of stockholders, - - -	336

## BONDS OR FUNDED DEBT.

Second mortgage, due 1892; rate of interest 7 per cent., - - - - -	387,500.00
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Interest paid to June 1, 1888.

Consolidated mortgage due 1910; rate of interest 5 per cent., - - - - -	812,000.00
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Interest paid to July 1, 1888.

Consolidated mortgage due 1910; rate of interest 4 per cent., - - - - -	300,000.00
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Interest paid to July 1, 1888.

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From New London to Palmer, 1849; Palmer to Amherst — Amherst to Miller's Falls, 1867, Miller's Falls to Battleboro, —

	In Conn.	Total.
Length of main line from New London to Battleboro, - - - - -	56.00m.	121.00m.
Length of road (main line) owned by the company, - - - - -	56.00m.	121.00m.
Length of sidings, or other tracks not included above, - - - - -	13.98m.	27.32m.
Length of track of road, including sidings, in single track miles, - - - - -	69.98m.	148.32m.
Length of track laid with steel rails (weight per yard, 57, 58, and 60 lbs.), - - -	56.00m.	106.00m.
Weight per yard of iron rails in main line 56 and 60 lbs.		
Miles of track laid with steel rails during the year, - - - - -		4.00m.
Number of new ties put in track during the year (cost, \$15,843.95), - - - - -	27,129	48,444
Aggregate length of wooden bridges, in feet, - - - - -	6,176	12,112



1889.]

## NEW LONDON NORTHERN RAILROAD.

333

	In Conn.	Total.
Number of spans of 25 feet or over, -	21	38
Aggregate length of iron bridges, in feet,	609	769
Number of spans of 25 feet or over, -	6	7
Aggregate length of stone arch bridges, in feet, - . . . . .	30	
Number of highway crossings over the track, - . . . . .	4	30
Number of highway crossings under the track, - . . . . .	2	4
Number of highway crossings at grade, -	44	106
Number of highway crossings at grade with flagmen, - . . . . .	4	5
Number of railroads crossed at grade, and names of each: - . . . . .	1	3
New York & New England at Willimantic.		
Boston & Albany at Palmer and Barrett's Junction.		
Length of all roads operated by lessees,	56m.	121m.
Number of stations on main line, - . . . .	23	45

## EQUIPMENT.

Number of locomotives (not including switching engines), - . . . . .	24
Average weight of same, including tender, water, and fuel, - . . . . .	45 tons.
Number of switching engines, - . . . .	2
Number of passenger cars, - . . . .	17
Number of baggage and mail cars, - . . . .	11
Number of merchandise cars, - . . . .	113
Number of coal, gravel, and other cars, - . . . .	241
Number of locomotives equipped with train brakes,	15
Number of cars equipped with train brakes, -	28
Name of brake, - . . . . Westinghouse Automatic.	
Number of passenger train cars with patent platform, buffer, and coupler, - . . . .	28
Name of patent, - . . . .	Miller.

Name of system of lighting and heating in use upon oil lamps,  
the passenger cars of your road (see Chapter XC, stoves,  
Public Acts of 1887), . . . . . - Creamer Heat-  
. . . . . ers and Sewell's  
. . . . . system of steam.

## (Lessee's Account.)

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on roads operated by this company, excluding season ticket passengers, . . . . .	.0310
Average rate per mile for season ticket passengers, reckoning one round trip per day to each ticket, . . . . .	.0072
Average rate of fare per mile from all passengers, . . . . .	.0270
Total number of passengers carried, . . . . .	535,124
Passenger mileage, or passengers carried one mile, . . . . .	7,871,946
Miles run by passenger trains, . . . . .	266,080
Miles run by freight trains, . . . . .	331,338
Miles run by all other trains, . . . . .	1,105
Total miles run, . . . . .	598,523
Total number of tons of freight carried, . . . . .	535,141
Freight mileage, or tons carried one mile, . . . . .	29,034,532
Average rate of freight per ton per mile, . . . . .	.0131
Number of men employed in operating road, including officers, . . . . .	546

## ACCIDENTS.

## STATEMENT OF EACH ACCIDENT IN DETAIL IN CONNECTICUT.

1887.

Nov. 21. N. G. Gardner, brakeman, leg broken while attempting to get on top of his train, by bridge near Stafford.

Dec. 31. Train 14 struck carriage near Fox crossing, injuring two men.

1888.

Apr. 5. J. McCarty, brakeman, killed by train No 6 at New London.

Apr. 7. Wm. Martin, brakeman, arm broken by train No. 4.

## OFFICERS.

*President*, ROBERT COIT, New London, Conn.

*Secretary*, J. A. SOUTHARD, New London, Conn.

*Treasurer*, ROBERT COIT, New London, Conn.

*Superintendent*, C. F. SPAULDING, New London, Conn.

*Auditor*, E. G. LUCAS, St. Albans, Vt.

*General Ticket Agent*, S. W. CUMMINGS, St. Albans, Vt.

*General Freight Agent*, C. F. SPAULDING, New London, Conn.

## BOARD OF DIRECTORS.

ROBERT COIT, New London, Conn.

BENJAMIN STARK, New London, Conn.

AUGUSTUS BRANDEGEE, New London, Conn.

JONATHAN N. HARRIS, New London, Conn.

C. A. WILLIAMS, New London, Conn.

THOMAS RAMSDELL, Windham, Conn.

C. H. OSGOOD, Norwich, Conn.

JAMES A. RUMRILL, Springfield, Mass.

Attest,      ROBT. COIT, *President*.

Attest,      ROBT. COIT, *Treasurer*.

STATE OF CONNECTICUT, }  
COUNTY OF NEW LONDON. } NEW LONDON, November 14, 1888.

Then personally appeared Robert Coit, President and Treasurer of the New London Northern Railroad Company, and severally made solemn oath that he verily believed the foregoing return by him subscribed to be true and correct.

Before me,

JUSTUS A. SOUTHARD,

*Notary Public.*

## PROPER ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,  
New London, Conn.



# NEW YORK & CONNECTICUT AIR LINE RAILWAY COMPANY.

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*Return of the New York & Connecticut Air Line Railway Company  
for the year ending September 30, 1888.*

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## GENERAL BALANCE-SHEET.

<i>Assets.</i>				
Construction account,	-	-	-	\$162,104.93
Right of way — lands,	-	-	-	15,688.54
Expended, New York & Boston Rapid Transit Co., stock received for stock of this company,	-	-	-	73,600.00
(MEM. — This stock was distributed by the late President to the various stockholders, with consent of the company.)				
Total,	-	-	-	<u>\$251,393.47</u>
<i>Liabilities.</i>				
Capital stock,	-	-	-	\$234,262.40
Accounts payable,	-	-	-	17,131.07
Total,	-	-	-	<u>\$251,393.47</u>

## GENERAL INFORMATION.

### CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$6,000,000.00
Capital stock authorized by vote of company,	-	-	6,000,000.00
Capital stock issued, viz.:			
2,101 full shares of \$100 each,			210,100.00
Amount credited on 2,410 shares not issued,	-	-	24,162.40
Stocks issued for cash,	-	-	136,500.00

Stock issued for stock of New York & Boston	
Rapid Transit Co., - - - -	\$73,600.00
Amount of stock held in Connecticut, - -	13,100.00
Number of stockholders residing in Connecticut, -	13
Whole number of stockholders, - - - -	31

## DESCRIPTION OF ROAD.

Length of main line from State line to New Haven,	43.38m.
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## OFFICERS.

*President*, C. B. ADAMS, New Haven, Conn.  
*Vice-President*, C. D. INGERSOLL, New York, N. Y.  
*Secretary*, THOS. N. BROWNE, New York, N. Y.  
*Treasurer*, C. V. SIDELL, New York, N. Y.

## BOARD OF DIRECTORS.

HIRAM A. BLOOD, Fitchburg, Mass.  
 CORNELIUS V. SIDELL, New York, N. Y.  
 WM. M. THAYER, Boston, Mass.  
 THOMAS N. BROWNE, New York, N. Y.  
 CHARLES D. INGERSOLL, New York, N. Y.  
 WM. W. DOUGLAS, Providence, R. I.  
 JAS. M. TOWNSEND, New Haven, Conn.  
 WM. T. MINOR, Stamford, Conn.  
 JAS. R. JESSUP, Westport, Conn.  
 C. B. ADAMS, New Haven, Conn.  
 GEO. E. SPARE, New Haven, Conn.  
 HENRY L. CRAM, Bridgeport, Conn.  
 MILLER KETCHUM, Westport, Conn.

Attest, C. B. ADAMS, *President*.  
 Attest, C. V. SIDELL, *Treasurer*.

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN. } NEW HAVEN, November 16, 1888.

Then personally appeared C. B. Adams, President of the New York & Connecticut Air Line Railway Company, and made solemn oath that he verily believed the foregoing return by him subscribed to be true and correct.

Before me,

WILLIAM H. ELY,

*Commissioner of the Superior Court for New Haven County.*

STATE OF NEW YORK, }  
COUNTY OF NEW YORK. } November 15, 1888.

Then personally appeared C. V. Sidell, Treasurer of the New York & Connecticut Air Line Railway Company, and made solemn oath that he verily believed the foregoing return by him subscribed to be true and correct.

Before me,

A. E. PRITCHARD,

*Notary Public,*

Kings Co.

Certified in N. Y. Co.

PROPER ADDRESS OF THE COMPANY.

NEW YORK & CONNECTICUT AIR LINE RAILWAY  
COMPANY,

Norwalk, Conn.,

and 146 Broadway,

New York, N. Y.



# NEW YORK & NEW ENGLAND RAILROAD COMPANY.

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*Return of the New York & New England Railroad Company for the  
year ending September 30, 1888.*

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## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$1,768,814.57
From freight transportation,	-	-	-	3,137,845.12
From United States mails, -	-	-	-	53,523.04
From express,	-	-	-	132,414.04
From rents,	-	-	-	41,123.16
Wharves and docks, -	-	-	-	54,630.64
Misc. switching, -	-	-	-	57,339.08
Miscellaneous, -	-	-	-	22,718.19
Boston harbor transfer, -	-	-	-	5,043.17
Earnings, -	-	-	-	\$5,273,451.01

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track, -	-	-	\$493,973.73
For repairs of bridges, -	-	-	89,892.97
For repairs of fences, -	-	-	32,599.36
For repairs of buildings and fixtures, -	-	-	68,144.01
For repairs of locomotives, -	-	-	214,482.84
For repairs of cars, -	-	-	276,805.26
For repairs of machinery and tools, -	-	-	31,310.52
For salaries and labor, not included above, -	-	-	1,414,543.09
For fuel for locomotives and cars, —			
144,563 tons of coal,			469,250.52

For fuel for stations and shops, 6,984 tons of coal,		\$37,715.32
For oil and waste, - - - - -		26,831.37
For damages, losses, and gratuities,		
to persons, - - - - -	\$20,666.89	
to property, - - - - -	15,161.94	
		35,828.83
For insurance, - - - - -		9,501.79
For rents of other roads, —		
Newburgh, Dutchess & Conn.		
R. R. Co., - - - - -	\$47,246.69	
Rhode Island & Mass. R. R. Co.,	20,000.00	
Boston & Albany R. R. Co., -	5,000.00	
Rockville R. R. Co., - - -	4,400.00	
N. & W. R. R. Co., - - -	327,450.02	
		404,096.71
For stationery, - - - - -		35,371.62
For advertising, - - - - -		15,930.61
For rents, - - - - -		43,362.25
For hire of cars, - - - - -		43,142.42
For expense of stations, - - -		37,932.31
For legal expenses, - - - - -		21,722.71
For general office expenses, -		6,045.14
For water stations, - - - - -		25,587.32
For fuel and lights, cars, - -		12,187.31
For signals, - - - - -		4,924.51
For pay, miscellaneous, - - -		6,597.34
For postage, - - - - -		2,861.66
For detective, - - - - -		9.80
For sand for engines, - - - - -		2,391.08
Hudson River transfer, - - -		61,646.33
Total operating expenses, -		\$3,924,688.73
Net earnings, - - - - -		1,348,762.28

## TOTAL RECEIPTS AND EXPENDITURES.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	-	-	\$105,575.26
Bills and accounts receivable at date of last report,			672,265.74
From gross earnings as stated,	-	-	5,273,451.01
Capital stock increased,	-	-	250,000.00
Premium on sale of second mortgage bonds,	-		4,353.75
Premium on sale of preferred stock,	-	-	33,290.42
Balance second mortgage bonds sold,	-	-	639,000.00
Credit balances finally settled,	-	-	6,260.00
Total,	-	-	\$6,984,196.18

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, as stated,	-	-	\$3,924,688.73
For taxes,	-	-	178,657.56
For interest,	-	-	999,238.07
For dividends (number 2, rate per cent., $3\frac{1}{2}$ ),	-		139,416.67
Dates when paid, Nov. 1, 1887; May 1, 1888.			
For construction,	-	-	348,381.35
For equipment,	-	-	187,047.08
			\$535,428.43
Less balance proceeds of sale New England Transfer capital stock to be converted under terms of first mortgage,	-	-	9,809.93
			525,618.50
Material account increased,	-	-	150,379.08
Worthless accounts,	-	-	2,811.52
Expenses during year account, previous years charged to profit and loss,	-	-	83,191.29
Discrepancy N. & W. lease, caused by settlements in former years,	-	-	18,944.37
Reduction in notes,	-	-	29,089.32
Decrease in bills payable,	-	-	58,867.50
Bills and accounts receivable this date,	-	-	593,430.09
Cash on hand to balance,	-	-	279,863.48
Total,	-	-	\$6,984,196.18



## GENERAL BALANCE-SHEET.

*Assets.*

To railroad equipment and property represented by		
B., H. & E. R. R., "Berdell bonds,"	-	\$20,000,000.00
To underlying liens paid to obtain possession and		
improvement of constructed road,	-	8,653,073.13
To equipment purchased through and still belonging		
to Car Trust, E. W. Clark & Co. (principal),	-	130,000.24
To equipment belonging to company,	-	3,899,829.95
To purchase of South Boston flats,	-	1,550,390.00
To purchase of Drake's wharf, Boston,	-	131,000.00
To purchase of Piper's wharf,	-	260,000.00
To extension of road west of Waterbury,	-	2,689,217.71
To steamer "Wm. T. Hart," cost less depreciation,		152,912.71
To bonds and stock of Conn. Central R. R.,	-	290,377.69
To bonds and stock of Springfield & New London		
Railroad,	-	89,492.00
Total permanent investments,	-	37,846,293.43
To supplies and materials on hand,	-	485,200.95
To balances due from agents and conductors,	-	329,189.03
To balances due from companies and individuals,	-	264,241.06
To cash,	-	279,863.48
To profit and loss,	-	541,595.21
Total,	-	\$39,746,383.16

*Liabilities.*

By capital stock, common (amount actually issued),	\$19,734,000.00
B., H. & E. R. R., Berdell bonds, not converted into	
stock,	266,000.00
Preferred,	2,200,000.00
By bonded debt, first mortgage bonds, 7 per cent.,	6,000,000.00
First mortgage bonds, 6 per cent.,	4,000,000.00
Second mortgage bonds, 6 per cent.,	4,002,000.00
Second mortgage bonds, 3 per cent.,	998,000.00
By funded indebtedness incurred for purchase of	
property, secured by property purchased, —	
mortgage note Drake's wharf,	100,000.00
B. & A. R. R. note, 50-acre lot, Boston flats,	300,000.00

Balance due Commonwealth of Massachusetts,	-	\$986,532.00
Balance due Piper's wharf, -	-	200,000.00
Balance due E. W. Clark & Co., Car Trust (principal),		13,928.60
Equipment purchased of Milford & Woonsocket		
R. R. Co., -	-	22,625.00
By interest unpaid, -	-	229,291.98
By notes payable, -	-	59,106.69
Supplies transferred from N. & W. R. R. Co.,	-	61,422.99
By balances due companies and individuals,	-	496,475.90
By dividends unpaid,	-	77,000.00
Total,	-	<u>\$39,746,383.16</u>

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter, —

Common, - - - - - \$20,000,000.00

Preferred, - - - - - 5,000,000.00

Capital stock authorized by vote of company, - 25,000,000.00

Capital stock issued, viz.:

197,340 shares common, \$100 each ; 22,000

shares preferred, \$100 each, - 21,934,000.00

Stock issued for cash, —

Preferred, - - - - - 2,200,000.00

Stock in exchange for Berdell bonds, —

Common, - - - - - 19,734,000.00

Amount of stock held in Connecticut, —

Common, - - - - - 179,500.00

Preferred, - - - - - 15,700,000.00

Number of stockholders residing in Connecticut, —

Common, - - - - - 46

Preferred, - - - - - 5

Whole number of stockholders, —

Common, - - - - - 1,085

Preferred, - - - - - 369

## BONDS OR FUNDED DEBT.

First mortgage, due January 1, 1905, rate of interest, 7 per cent.,	\$6,000,000.00
First mortgage, due January 1, 1905, rate of interest, 6 per cent.,	4,000,000.00
Second mortgage, due August 1, 1902, rate of interest, 6 per cent.,	4,002,000.00
Second mortgage, due August 1, 1902, rate of interest, 3 per cent.,	998,000.00
First mortgage bond interest paid to July 1, 1888.	
Second mortgage bond interest paid to Aug. 1, 1888.	

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From Boston, Mass., to Putnam, Conn., 1855; from Putnam, Conn., to Willimantic, Conn., 1872; from Willimantic, Conn., to Hartford, Conn., 1849; from Hartford, Conn., to Bristol, Conn., 1850; from Bristol, Conn., to Waterbury, Conn., 1855; from Waterbury, Conn., to Fishkill-on-Hudson, 1881; from Providence, R. I., to Willimantic, Conn., 1854; from East Thompson, Conn., to Southbridge, Mass., 1867; from Cook St., Mass., to Woonsocket, R. I., 1863; from State line to East Hartford, Conn., Jan., 1876.

	In Conn.	Total.
Length of main line from Boston to Hope-well Junction, - - - -	134.17m.	214.96m.
Length of main line from Wicopee Junction to Fishkill-on-Hudson, - - -		1.71m.
Length of main line from Willimantic to Providence, - - - -	31.96m.	58.32m.
Length of branches and names, —		
from Dedham Junction to Dedham, -		1.53m.
from Cook St. to Woonsocket, -		28.62m.
from Charles' River to Ridge Hill, -		1.65m.



	In Conn.	Total.
from East Thompson to Southbridge,	5.35m.	17.36m.
from Dorrance St., Providence, -		.62m.
Freight branch, Hartford, - -	.67m.	.67m.
from East Hartford to Junc. B. & A., Springfield, 27.48m.; Melrose to West St., 7.22m., - - -	27.39m.	34.70
Length of all branches, - - -	65.37m.	143.47m.
Length of road (main line and branches) owned by the company, - - -	199.54m.	360.14m.
Length of double-track road (in main line, 108.10), - - -	56.05m.	108.10m.
Length of sidings, or other tracks not in- cluded above, - - -	64.06m.	136.60m.
Length of track of road, including branches and sidings, in single track miles, -	319.65m.	605.84m.
Length of track laid with steel rails (weight per yard, 60 and 66 lbs.), - - -	262.87m.	481.15m.
Weight per yard of iron rails, in branches, 56 lbs.		
Miles of track laid with steel rails during the year (No. of tons, $4031\frac{1}{2}\frac{506}{240}$ , weight per yard, 60 and 66 lbs., cost, \$34,429.47), - - -	18.70m.	33.63m.
Number of new ties put in track during the year (cost, \$113,151.46), - - -	131,051	249,194
Aggregate length of wooden bridges, in feet, - - -	9,858	21,046
Number of spans of 25 feet or over, -	50	99
Aggregate length of iron bridges, in feet,	3,053	4,943
Number of spans of 25 feet or over, -	32	64
Aggregate length of stone arch bridges, in feet, - - -	376	955
Number of highway crossings over the track, - - -	32	87
Number of highway crossings under the track, - - -	39	77
Number of highway crossings at grade, -	193	357
Number of highway crossings at grade with gates, - - -	20	41

	In Conn.	Total.
Number of highway crossings at grade with flagmen, - - - -	8	20
Number of highway crossings at grade with electric signals, - - -	4	6
Number of railroads crossed at grade, and names of each, - - - -	13	18
Naugatuck R. R., at Waterbury; Hartford & Conn. Valley R. R., at Hartford; New Haven & North- ampton R. R., at Plainville; She- paug R. R., at Hawleyville; Old Colony R. R., at Walpole and Medfield; Housatonic R. R., at Danbury; Norwich & Worcester R. R., at Webster, Putnam and Plainfield; Milford, Franklin & Providence R. R., at Bellingham; Providence & Springfield R. R., at Providence; New London North- R. R., at Willimantic; New York, New Haven & Hartford R. R., 3 times at Hartford, and once at New Britain.		
Name, termini, and length of each road operated by this company under lease or contract, —		
Rhode Island & Massachusetts R. R., Franklin to Valley Falls, - -		13.60m.
Norwich & Worcester R. R., -	47.92m.	66.16m.
Rockville R.R., Vernon to Rockville, Milford & Woonsocket & Hopkin- ton R. R.; Milford, Franklin & Providence; - - - -	4.43m.	4.43m.
Athol & Northeastern, owned by B. & A., - - - -		19.97m.
Length of all roads operated by this company, - - - -	251.89m.	465.50m.
Number of stations on main line, - -	60	124
Number of stations on branches, - -	1	24
Number of stations on leased lines, -	31	51

## EQUIPMENT.

Number of locomotives (not including switching engines),	- - - - -	143
Average weight of same, including tender, water, and fuel,	- - - - -	68.5 tons.
Number of switching engines,	- - - - -	24
Number of passenger cars,	- - - - -	187
Number of baggage and mail cars,	- - - - -	23
Number of merchandise cars,	- - - - -	2,268
Number of coal, gravel, and other cars,	- - - - -	2,532
Number of locomotives equipped with train brakes,	- - - - -	140
Number of cars equipped with train brakes,	- - - - -	210
Name of brake,	- - - - - Westinghouse.	
Number of passenger train cars with patent platform, buffer, and coupler,	- - - - -	210
Name of patent,	- - - - - Miller & Janney, Miller Combination.	
Name of system of lighting and heating in use upon the passenger cars of your road (see Chapter XC, Public Acts of 1887),	- - - - -	
Lamps burning 300 degree fire test oil. Steam heating from engine (J. A. Shinn system). Baker & Spear heaters.		

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on roads operated by this company, excluding season ticket passengers,	- - - - -	.02175
Average rate per mile for season-ticket passengers, reckoning one round trip per day to each ticket,	- - - - -	.00831
Average rate of fare per mile from all passengers,	- - - - -	.02018
Total number of passengers carried,	- - - - -	6,852,379
Passenger mileage, or passengers carried one mile,	- - - - -	83,319,203
Miles run by passenger trains,	- - - - -	1,712,858
Miles run by freight trains,	- - - - -	1,498,991



Miles run by all other trains, - - -	1,025,707
Total miles run, - - -	4,237,556
Total number of tons of freight carried, - -	2,552,332
Freight mileage, or tons carried one mile, - -	200,739,047
Average rate of freight per ton per mile, - -	.0156
Number of men employed in operating road, including officers, - - - - -	4,129

## ACCIDENTS.

## STATEMENT OF EACH ACCIDENT IN DETAIL IN CONNECTICUT.

1887.

- Oct. 6. Bristol, W. M. Burns, fingers hurt while coupling.
- Oct. 7. East Hartford, Henry Peck, arm bruised while coupling.
- Oct. 7. Danbury, W. C. Brower, arm bruised while coupling.
- Oct. 7. Danbury, D. O'Connor, jumped from train in motion.
- Oct. 8. New Britain, John Hannaran, struck by engine.
- Oct. 12. Willimantic, John Nichols, hurt in yard collision.
- Oct. 14. Hartford, Martin Stankard, jumped from train in motion.
- Oct. 19. Burnside, Timothy Cody, arm squeezed in coupling.
- Oct. 21. East Hartford, John Carey, run over while working under car.
- Oct. 28. Putnam, John Ages, fingers jammed in coupling.
- Oct. 29. Hartford, Thomas Sullivan, run over while playing about train.
- Oct. 29. Sterling, Charles Hinckley, leg crushed while coupling.
- Oct. 31. Bolton, William Farrell, struck by mail bag thrown from train.
- Oct. 31. Willimantic, M. Fitzgerald, jumped from train in motion.
- Nov. 2. Waterbury, A. D. Griffith, foot hurt while unloading pile-driver.
- Nov. 8. Willimantic, William J. Knights, hurt in back by stake-rim.
- Nov. 8. Vernon, William Boyle, fell off train.

- Nov. 11. Danbury, James Shields, arm hurt in coupling.
- Nov. 11. Putnam, William H. Dean, struck by overhead bridge.
- Nov. 12. Plainfield, Paul H. King, hand hurt while pulling pin.
- Nov. 17. Willimantic, G. Howe, fell off car.
- Nov. 18. Rockville, John J. Halpin, hurt in hip while coupling.
- Nov. 22. Putnam, C. L. Chase, finger bruised in coupling.
- Nov. 22. Putnam, E. E. Cotton, finger bruised in coupling.
- Nov. 25. Wauregan, Frank Cheney, caught between cars in setting brake.
- Nov. 26. Jewett City, John Kelleher, tried to board train in motion.
- Dec. 3. Canterbury, Joseph Barran, finger pinched in coupling.
- Dec. 3. Willimantic, L. Hyde, struck by train and arm broken.
- Dec. 7. Parkville, Richard Kane, struck by overhead bridge.
- Dec. 8. New Britain, H. E. Newell, hurt in trying to get horse off track.
- Dec. 14. Bristol, D. W. Coop, hand hurt in coupling.
- Dec. 15. East Hartford, Michael Fitzpatrick, fell off top of box car.
- Dec. 16. Pomfret, George H. Drown, piece of timber blown against him.
- Dec. 19. North Windham, M. T. Palmer, struck while walking on track.
- Dec. 20. East Hartford, Frank Hardick, thumb bruised in coupling.
- Dec. 20. Danbury, Mrs. L. Melen, struck while crossing trestle.
- Dec. 21. Putnam, H. H. Morris, fell while pushing car.
- Dec. 22. Willimantic, G. W. Alexander, bruised knee in getting out of car.
- Dec. 22. Plainville, John McCarthy, struck while standing on track.
- Dec. 24. East Hartford, Frank Hardick, foot caught in frog.
- Dec. 27. New Britain, Robert Collen, fingers mashed while coupling.
- Dec. 29. East Hartford, Patrick Corrigan, fingers mashed while coupling.

1888.

Jan. 2. East Hartford, Charles Conger, hurt in chest while coupling.

Jan. 6. East Hartford, Charles Stillman, stick of timber fell on leg.

Jan. 9. East Hartford, Charles Confer, arm bruised in coupling.

Jan. 11. East Hartford, Charles Confer, ball of switch fell on foot.

Jan. 11. Central Village, S. D. Williams, fell out of cab window.

Jan. 12. East Hartford, Joseph Baldwin, squeezed between lumber and car.

Jan. 13. East Hartford, Patrick Rourke, bale fell on ankle.

Jan. 14. Norwich, H. J. Schultze, fell off car on account of ice.

Jan. 19. Waterbury, Daniel Murphy, foot hurt while climbing between cars.

Jan. 21. Waterbury, William Dewitt, jumped off car and sprained ankle.

Jan. 23. Plainville, Barney Horrigan, finger crushed in uncoupling.

Jan. 26. Putnam, William Collins, finger caught in coupling.

Jan. 26. Pomfret, B. Brown, struck while standing on track.

Jan. 27. Willimantic, A. Bulger, fell off ladder.

Jan. 30. Hartford, Thomas Carey, fell off car.

Feb. 2. Norwich, 18 laborers hurt in derailment of caboose.

Feb. 2. East Hartford, James Quinn, hand hurt in coupling.

Feb. 2. Hartford, Thomas Barry, sprained knee in jumping off car.

Feb. 3. Hartford, George Burnham, run over while uncoupling.

Feb. 3. Vernon, D. F. Driscoll, thumb hurt in coupling.

Feb. 6. Vernon, C. F. Winnett, jammed while coupling.

Feb. 6. Willimantic, Patrick Falvey, struck while walking on track.

Feb. 8. East Hartford, W. McMannagle, hand hurt in coupling.

Feb. 16. Willimantic, G. S. Gregory, hurt finger in coupling.

Feb. 16. East Hartford, W. Wood, hurt finger in coupling.

Feb. 18. East Hartford, J. H. Tuite, fell off car and sprained foot.



Feb. 21. Terryville, Hollister Sage, struck in head by window blind.

Feb. 23. Willimantic, Loren Brown, head crushed between Miller platforms.

Feb. 25. Claytons, W. H. Sisson, fell off car and sprained ankle.

Feb. 27. East Hartford, Patrick Egan, squeezed across chest while coupling.

Mch. 1. Hartford, G. L. Forbes, struck head against butt under car.

Mch. 5. Hawleyville, P. O'Shaughnessy, fell off car while setting brake.

Mch. 5. East Hartford, William Davis, hurt by link breaking while coupling.

Mch. 5. Hop River, Henry Matt, dropped crossing plank on foot.

Mch. 7. Union City, John Fitzgibbons, fell off car.

Mch. 8. New Britain, James Hall, jumped off moving train, and was run over.

Mch. 10. East Hartford, James McCormack, struck while walking on track.

Mch. 12. Norwich, Robert W. Brooks, hurt finger in coupling.

Mch. 14. Willimantic, H. C. Willis, fell under caboose.

Mch. 17. Waterbury, Guy Pollard, foot caught while turning engine.

Mch. 17. Hawleyville, Charles Frey, jumped off train in motion.

Mch. 21. New Britain, James O'Brien, foot caught between drawheads.

Mch. 23. Danbury, Owen Meehan, fell backwards on rail.

Mch. 23. East Hartford, J. H. Tuite, thumb hurt in coupling.

Mch. 23. Hartford, Irving Hodge, finger hurt in coupling.

Mch. 28. Manchester, J. P. Kelso and Thomas Boyle, killed by explosion of engine.

Mch. 29. Norwich, James Troland, struck in eye by piece of steel.

Mch. 29. East Hartford, Joseph Kelley, fell off car while applying brake.

Mch. 31. Bristol, J. F. Potter, fell between cars and was run over.

Mch. 31. Greystone, W. M. Edwards, fell off engine.

April 4. East Hartford, H. E. Bassett, thrown to ground on account of cars striking hard.

April 4. Sandy Hook, John Lynch, thrown down while boarding caboose.

April 6. Putnam, F. L. Flint, struck in head by bridge.

April 9. Plainville, Andrew Pierson, run over while walking on track.

April 14. New Britain, James Darmody, thrown off car while setting brake.

April 22. Steele's, D. S. Knotts, fell off car and hurt knee.

April 30. East Hartford, Terry Boyle, finger hurt in coupling.

April 30. Manchester, R. E. Bishop, struck while crossing track.

May 5. Willimantic, John Clark, run over while sleeping under car.

May 9. Parkville, James Montgomery, struck while walking on track.

May 12. Plainville, Mrs. A. Schmidt, run into by newsboy.

May 17. North Windham, Patrick Dwyer, fell off hand-car in motion.

May 17. East Hartford, E. B. Munsell, jumped off car and hurt himself.

May 19. Norwich, A. L. Rice, finger hurt in coupling.

May 21. Buckland, J. J. Noland, struck by engine.

May 22. Norwich, Thomas Roarke, hand hurt in coupling.

May 23. Manchester, Charles S. Dean, fell to ground on account of ladder breaking.

May 24. Norwich, Charles A. Meech, hand hurt in uncoupling.

May 24. Sandy Hook, Henry Plinkey, foot hurt in uncoupling.

May 26. Jewett City, Sanford Patridge, fell to ground while climbing into car.

May 29. Elmwood, Louis Dotter, struck by telegraph pole.

June 2. Hartford, C. Benson, foot caught between freight cars.

June 5. Bristol, Edward Flint, finger hurt in coupling.

June 6. Hartford, Thomas Carey, finger hurt in coupling.

June 9. Hartford, Thomas Roach, fell into pile pit.

June 11. Hartford, Patrick Hallisey, hurt while loading rails.

June 14. Danielsonville, Michael Connelly, finger hurt in coupling.

June 15. Tolles, Theodore Moulthrop, run over while lying on track.

June 15. Putnam, F. O. H. Bowen, fell off ladder of car.

June 18. Vernon, F. E. Franklin, finger jammed by door.

June 21. Bristol, Patrick McLaughlin, struck while walking on track.

June 23. New Britain, Loren Penfield, foot caught between drawheads.

June 25. Willimantic, K. W. Davis, hurt while boarding moving train.

July 3. Hartford, Patrick O'Brien, struck by rail while loading.

July 7. Plainville, Robert Callen, thumb jammed in coupling.

July 16. Putnam, Peter Riley, thumb jammed in coupling.

July 17. Waterbury, Guy Pollard, thumb jammed in uncoupling.

July 19. East Hartford, Edward H. Wells, fell off platform and bruised.

July 20. Sandy Hook, F. A. Hatch, fell through bridge.

July 24. Steele's, Patrick Sullivan, rail fell on foot.

July 31. New Britain, George Barrett, bruised in coupling.

Aug. 2. Waterbury, Frank Brown, injured in collision at crossing.

Aug. 3. Putnam, A. F. Grow, hurt while pulling pin.

Aug. 4. East Hartford, John Henson, fell between freight platform and car.

Aug. 4. East Hartford, John Ward, had knee bruised while riding on car.

Aug. 5. East Hartford, C. McIntyre, hurt while coupling.

Aug. 16. Willimantic, Patrick Sullivan, foot hurt while playing around cars.

Aug. 18. Putnam, James A. McDonald, fingers bruised in coupling.

Aug. 19. Hartford, Coleman O'Donnell, jumped on train in motion.

Aug. 21. Putnam, Jerry Callahan, thrown off by sudden jar of car.

Aug. 24. East Hartford, Frank Mullarkey, thrown off while setting brake.

Aug. 24. Hartford, E. J. Waters, thrown off car on account striking water plug.



- Aug. 25. Plainfield, John Smith, fell off hand-car.
- Aug. 28. East Hartford, Edward Munsell, bruised in face while standing in car.
- Sept. 3. Willimantic, W. H. Clark, arm slightly bruised in coupling.
- Sept. 3. East Hartford, Frank Mullarkey, slightly bruised in coupling.
- Sept. 3. Waterbury, Martin Garvin, fell off engine and broke arm.
- Sept. 4. Jewett City, John Whitford, found dead in bridge.
- Sept. 7. Waterbury, Robert McInnis, hurt in arm and chest while coupling.
- Sept. 8. Willimantic, Peter Murray, had arm pinched in coupling.
- Sept. 8. Towantic, G. Miller, wrenched himself while setting brake.
- Sept. 8. Waterbury, J. C. Van Nostrand, struck by switch lever and knocked off car.
- Sept. 9. Manchester, Thomas Allen, struck while walking on track.
- Sept. 12. Buckland, Joe Cheney, had right hand bruised while loading iron.
- Sept. 14. Hartford, James Blake, struck in eye by piece of steel.
- Sept. 15. East Hartford, M. Tracey, thumb bruised in pulling pin.
- Sept. 15. Danbury, Joseph McGarry, ran off end of car.
- Sept. 17. Burnside, Charles Shea, tie fell off car and broke ankle.
- Sept. 18. New Britain, Daniel Woods, struck while walking on track.
- Sept. 18. New Britain, Robert Moore and Robert Callen, hurt by switch rope breaking.
- Sept. 18. Putnam, Daniel Calden, struck by overhead bridge.
- Sept. 22. Hawleyville, Michael Corbett, tried to board train in motion.
- Sept. 24. Hartford, Thomas Bergen, hit head against bolt in bottom of car.
- Sept. 27. East Hartford, Edward Strickland, fell in shops.
- Sept. 27. Pomfret, A. Andrews, jumped off train in motion.
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## OFFICERS.

*President*, J. A. BOSTWICK, New York.

*Vice-President*, WILLIAM P. SHINN, Boston, Mass.

*Sec'y and Asst. to Prest.*, JAMES W. PERKINS, Boston, Mass.

*Treasurer*, GEORGE B. PHIPPEN, Boston, Mass.

*General Superintendent*, A. A. JACKSON, Boston, Mass.

*Div. Superintendent*, R. E. EAVENSON, Boston, Mass.

*Div. Superintendent*, L. W. PALMER, Providence, R. I.

*Div. Superintendent*, C. H. PLATT, Hartford, Conn.

*Div. Superintendent*, E. H. TUCKER, Needham, Mass.

*Div. Superintendent*, P. ST. M. ANDREWS, Norwich, Conn.

*Auditor*, JOSEPH A. SHINN, Boston, Mass.

*Assistant Auditor*, M. M. WHITTEMORE, Boston, Mass.

*General Ticket Agent*, A. C. KENDALL, Boston, Mass.

*Traffic Manager*, E. P. VINING, Boston, Mass.

## BOARD OF DIRECTORS.

EUSTACE C. FITZ, Boston, Mass.

JONAS H. FRENCH, Boston, Mass.

WILLIAM P. SHINN, Boston, Mass.

STERNE MORSE, Boston, Mass.

MOSES T. STEVENS, North Andover, Mass.

NICHOLAS SHELDON, Providence, R. I.

B. F. VAUGHAN, Providence, R. I.

JAMES L. HOWARD, Hartford, Conn.

WILLIAM H. STEVENSON, Bridgeport, Conn.

GEORGE M. LANDERS, New Britain, Conn.

THOMAS RUTTER, New York.

WILLIAM H. STARBUCK, New York.

JOHN L. MACAULAY, New York.

ALEXANDER E. ORR, New York.

SIDNEY DILLON, New York.

EXSTINE NORTON, New York.

HENRY HENTZ, New York.

J. A. BOSTWICK, New York.

ARTHUR SEWALL, Portland, Me.

Attest,

WM. P. SHINN, *Vice-President*.

Attest,

GEO. B. PHIPPEN, *Treasurer*.

STATE OF MASSACHUSETTS, }  
COUNTY OF SUFFOLK, }

BOSTON, November 13, 1888.

Then personally appeared Wm. P. Shinn, Vice-President, and Geo. B. Phippen, Treasurer, of the New York & New England Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

JAMES W. PERKINS,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

NEW YORK & NEW ENGLAND RAILROAD COMPANY,  
Boston, Mass.



# NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

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*Return of the New York, New Haven & Hartford Railroad Com-  
pany for the year ending September 30, 1888.*

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## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$4,921,444.37
From freight transportation,	-	-	-	4,032,611.81
From United States mails,	-	-	-	195,596.35
From express,	-	-	-	290,324.74
From rents,	-	-	-	113,382.63
From extra baggage,	-	-	-	32,177.78
From drawing-room and sleeping cars,	-	-	-	176,601.93
Miscellaneous, passenger department,	-	-	-	32,039.41
Miscellaneous, freight department,	-	-	-	29,336.10
Hoisting engines,	-	-	-	56,422.51
Interest,	-	-	-	9,360.49
Total gross earnings,	-	-	-	\$9,889,298.12

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	-	-	-	\$1,070,901.35
For repairs of bridges,	-	-	-	206,844.76
For repairs of fences,	-	-	-	40,471.02
For repairs of buildings and fixtures,	-	-	-	247,981.64
For repairs of locomotives,	-	-	-	362,811.57
For repairs of cars,	-	-	-	573,814.12
For repairs of machinery and tools,	-	-	-	55,479.64
For salaries and labor not included above,	-	-	-	1,989,122.07

## For fuel for locomotives and cars:

181,646 tons of coal, -	\$565,301.86	
2,140 cords of wood, -	5,414.20—	\$570,716.06

## For fuel for stations and shops:

5,102 tons of coal, -	\$20,216.76	
263 cords of wood, -	665.39—	20,882.15

For oil and waste, -	-	52,952.40
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## For damages, losses, and gratuities:

To persons, -	\$65,193.35	
To property, -	7,698.01—	72,891.36

For insurance, -	-	7,654.76
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## For rents of other roads:

Rent of Stamford & New Canaan Railroad, -	\$4,000.00	
Rent of Naugatuck, -	206,000.00	
Rent of B. & N. Y. Air Line, -	146,670.00	
Rent of Shore Line, -	100,000.00	
Rent of New Haven & Northampton Company, -	280,848.82	
Rent of Hartford & Conn. Valley, -	32,016.00—	769,534.82

The payment to the New York & Harlem Railroad for its share of receipts of this company (which are not included in the gross receipts of this company) were \$337,084.69; and the amount paid for rent of the Harlem River & Portchester Railroad (which is charged in interest account) was \$170,000.00.

## For other operating expenses:—

Hire of freight cars, -	\$86,465.97
Water supply, -	37,479.97
General office expenses, -	26,274.50
Advertising, -	14,520.64
Printing and stationery, -	75,766.59
Rent of Grand Central Depot, -	160,179.92
Rent of other depot grounds, -	29,825.00
Legal expenses, -	40,741.74
Barge expenses, -	237,771.78
Dock expenses, -	36,999.70

Passenger station expenses, -	-	-	\$283,568.30
Freight station expenses, -	-	-	303,839.39
Cars, incidental supplies, -	-	-	38,170.73
Snow and ice, removing, -	-	-	77,272.32
Signals, including operation, -	-	-	101,128.72
Total operating expenses, -	-	-	\$7,592,062.99
Net earnings, -	-	-	\$2,297,235.13

## TOTAL RECEIPTS AND EXPENDITURES.

STATEMENT OF THE COSTS OF BETTERMENTS CHARGED TO OPERATING  
EXPENSES ACCOUNTS.

Charged to signals, - - - - - \$52,619.50

Charged to repairs of buildings and  
fixtures:

New Haven depot, -	-	\$20,510.39	
New Canaan depot, -	-	1,122.25	
Rye depot, -	-	90.25	
New Rochelle sewer, -	-	1,455.32	
Branford depot, -	-	12,877.64	
Shore Line Junction depot, -	-	1,592.90	
Grove Beach depot, -	-	105.93	
Westfield depot, -	-	1,885.00	
New Canaan engine house, -	-	4,261.46	
New Haven car shops, -	-	3,548.17	
Springfield engine house, -	-	43,647.59	
South Norwalk water station, -	-	1,199.43	
Hartford water station, -	-	278.73	
Farmington water station, -	-	2,340.35	
Westfield water station, -	-	908.80—	95,824.21

Charged to repairs of bridges:

Milford bridge, -	-	\$10,297.08	
Howard Avenue bridge, -	-	85.93	
Cedar Street bridge, New			
Haven, -	-	16,367.98	
Mount Vernon, -	-	59.78	
Larchmont, Chatsworth Ave.,		135.78	
East Norwalk, -	-	94.50	
Conn. River, -	-	16,702.07	



East River, - - -	\$199.40	
Black Hall, - - -	2,335.85	
Clinton, - - -	45.90	
Jordan's Cove, - - -	13,612.46	
Neck River, - - -	355.55	
Four Mile River, - - -	6,677.47	
Rocky Neck, - - -	27.04	
South Lyme, east of, - - -	251.00	
Slab Brook Culvert, West-		
field, - - -	1,684.00	
Masonry, Northampton, - - -	2,688.50	
Middletown bridge, - - -	2,210.00	
Jeremy River, - - -	1,333.55	
Waterville, - - -	30.75	
Torrington, - - -	11,375.10	
Hinchcliffe, - - -	6,294.95—	92,864.64

Charged to repairs of road-bed and track :

New Rochelle Junction, -	\$12,131.39
Pelham Manor, grading, -	5,220.94
Springfield, grading, -	331.67
Hartford, freight yard, -	58,682.10
Fair Haven, grading, -	356.88
Leete's Island, grading, -	888.80
Saybrook, grading, -	29.40
Branford, new freight yard,	2,333.00
Shore Line Junction, grad-	
ing, - - -	3,089.60
Guilford, grading, -	349.45
New London, grading, -	5,871.91
Bridgeport, side track, -	337.62
New Rochelle, retaining wall,	39.22
Stamford, side track, -	2,426.53
Stamford, retaining wall, -	982.18
New Canaan, side track, -	227.07
New Haven, Howard Ave.,	
retaining wall, - - -	13,252.78
Windsor Locks, side track, -	1,699.13
Meriden, side track, -	1,728.11
Windsor Locks, filling pond,	633.23

Hartford, side track, Morgan			
Street, - - -	\$56.40		
Ballast, - - -	1,981.67		
Branford, raising track, -	2,087.54		
Waterford, new 2d track, -	30.10		
Thomaston, new side track, -	400.80		
Torrington, new side track, -	282.86		
Rocky Hill, side track, -	1,152.15—	116,602.53	
Charged to repairs of locomotives:			
Work on one new locomotive, - -	-	6,984.54	
Charged to repairs of cars:			
Sundry new cars, - - -	-	97,489.07	
Grand Total, - - -	-	\$462,384.49	

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, - -	\$1,214,828.70
Bills and accounts receivable at date of last report, -	1,504,331.47
From gross earnings as stated, - - -	9,889,298.12
From increase in accounts payable, - - -	1,128,516.05
From sinking fund account, - - -	1,264,758.27
From interest on investments —	

1887.

Dec. Mt. Washington Railway notes, - \$400.00

1888.

Apr. Hartford &amp; New York T. Co. notes, - 1,500.00— \$1,900.00

From stocks and bonds owned:

1887.

Dec. H. R. &amp; P. C. Railroad bonds, - - 1,000.00

Feb. N. H. &amp; Northampton Company bonds, 375.00

Mch. H. &amp; C. V. Railroad dividend, - - 15,968.00

N. H. &amp; Northampton Co. dividend, - 6,149.00

B. &amp; N. Y. Air Line dividend, - - 2,000.00

H. &amp; P. C. Railroad bonds, - - 350.00

Stamford &amp; N. C. Railroad dividend, - 2,000.00

N. H. &amp; Northampton Company bonds, 625.00

Apr. N. H. &amp; Northampton Company bonds, 8,375.00

May H. R. &amp; P. C. Railroad bonds, - - 1,000.00

June N. H. &amp; Northampton Company bonds, 8,750.00

July N. H. &amp; Northampton Company bonds, 280.00

Sept. H. R. &amp; P. C. Railroad bonds, - - 350.00

B. &amp; N. Y. Air Line Railroad dividend, 2,020.00

N. H. &amp; Northampton Co. dividend, - 6,149.00

N. H. &amp; Northampton Company bonds, 625.00

	N. H. & Northampton Company bonds,	\$600.00	
	H. & C. V. Railroad dividend, -	15,968.00	
	Stamford & N. C. Railroad dividend, -	2,000.00	
Jan.	N. Y. Transfer Company dividend, -	220.00	
Feb.	N. Y. & N. E. Railroad bonds, -	3,000.00	
	Conn. & Pass. Railroad dividend, -	625.00	
Apr.	Vermont Valley Railroad dividend, -	7,491.00	
June	N. Y. & N. E. Railroad bonds, -	1,050.00	
	Vermont Valley Railroad dividend, -	7,491.00	
July	N. Y. & N. E. Railroad bonds, -	3,000.00	
	N. Y. Transfer Company dividend, -	80.00	
Aug.	Conn. & Pass. Railroad dividend, -	625.00	
	Stock. & Pitts Railroad, -	504.93—	98,670.93
	Total, -	-	-\$15,102,303 54

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, as stated, -	-	\$7,592,062.99
For taxes, -	-	494,254.12
For interest, -	-	269,832.74
For dividends (number, 4; rate per cent., $2\frac{1}{2}$ ), -	-	1,550,000.00
Dates when paid, Oct. 2, 1887; Jan. 2, 1888; Apr. 1, 1888; July 2, 1888.		
Cost of roadway, -	-	654,539.47
New equipment, -	-	581,989.67
Four-tracking road, -	-	909,879.72
Increase in supplies on hand, -	-	202,070.93
Charges to profit and loss of sundry accounts, -	-	51,460.46
Paid to New Haven & Northampton Company's sinking fund, -		
	-	25,125.00
Bills and accounts receivable this date, -	-	2,654,581.02
Cash on hand to balance, -	-	116,507.42
Total, -	-	-\$15,102,303.54

## GENERAL BALANCE-SHEET.

*Assets.*

Construction account, -	-	-\$13,711,225.71
Equipment, -	-	3,061,316.02
Real estate, -	-	871,026.28
Docks and wharves, -	-	128,688.31
New construction, -	-	1,811,472.04
Materials and supplies on hand, -	-	665,866.33



## 1889.] NEW YORK, NEW HAVEN &amp; HARTFORD RAILROAD. 363

Due from agents, - - - - -	\$25,722.14
Due from companies and individuals, - -	212,156.20
Advances to Harlem River & Portchester Railroad,	19,951.34

Stocks and bonds owned, viz.:—

998 shares of stock of Stamf'd & New Canaan R.R.,	\$99,877.46
1,010 shares of stock of Boston & N. Y. Air Line,	89,083.25
12,298 shares of stock of N. H. & Northampton Co.,	297,385.86
350 5 per cent. convertible bonds of New Haven & Northampton Company, - - - -	350,000.00
5 6 per cent. sinking fund bonds of New Haven & Northampton Company, - - - -	6,012.50
4 7 per cent. mortgage bonds of New Haven & Northampton Company, - - - -	4,840.00
2 5 per cent. northern ex. bonds, New Haven & Northampton Company, - - - -	1,000.00
2 1st mortgage bonds of Harlem River & Port- chester Railroad, 7 per cent., - - - -	13,300.00
10 2d mortgage, 4 per cent. (\$5,000), registered bonds of Harlem River & Portchester Railroad,	56,572.17
6 2d mortgage, 4 per cent. (\$1,000), coupon bonds of Harlem River & Portchester Railroad,	
250 shares of stock of Connecticut & Passumpsic River Railroad, par value \$100 per share, -	25,000.00
4,994 shares of stock of Vermont Valley Rail- road, par value \$50 per share, - - - -	242,320.00
15 1st mortgage, 7 per cent., bonds of New York & New England Railroad, - - - -	13,918.10
4,255 shares of stock of Harlem River & Port- chester Railroad, - - - - -	42,250.00
7,983 shares of stock of Hartford & Connecticut Valley Railroad, - - - - -	985,025.00
*200 shares of stock of Watertown & Waterbury Railroad, - - - - -	7,600.00
*95 shares of stock of Stockbridge & Pittsf'd R. R.,	
20 bonds (par value \$1,000 each) of Watertown & Waterbury Railroad, - - - - -	5,000.00
40 shares of stock of New York Transfer Company,	1,600.00
100 2d mortgage, 6 per cent. bonds of New York & New England Railroad Company, - - - -	99,000.00
	2,339,784.34
Bills receivable, - - - - -	56,967.00
Cash, - - - - -	116,507.42
Total, - - - - -	\$23,020,683.13

\* This stock was acquired through the lease of the Naugatuck Railroad Company, and appears upon the lessee's books at the same valuation as formerly upon the books of the Naugatuck Railroad Company. A separate valuation of each stock was not shown.

*Liabilities:*

Capital stock,	-	-	-	-	-	\$15,500,000.00
Bonds,	-	-	-	-	-	2,000,000.00
Bills payable,	-	-	-	-	-	1,300,000.00
Accounts payable,	-	-	-	-	-	638,415.32
Interest unpaid,	-	-	-	-	-	26,666.67
Dividends unpaid,	-	-	-	-	-	659.00
Contingent account,	-	-	-	-	-	317,489.90
Profit and loss,	-	-	-	-	-	3,237,452.24
Total,	-	-	-	-	-	\$23,020,683.13

PRESENT OR CONTINGENT LIABILITIES, NOT INCLUDED IN BALANCE-SHEET.

Bonds guaranteed by this company, or a lien on its road, issued by the Harlem River & Port Chester Railroad Company, - - - - \$3,000,000.00

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$15,500,000.00
Capital stock authorized by vote of company,	-	-	15,500,000.00
Capital stock issued, viz.:			
155,000 full shares of \$100 each,	-	-	15,500,000.00
Stock issued for stock of New York & New Haven Railroad Company and stock of Hartford & New Haven Railroad Company,	-	-	15,500,000.00
Amount of stock held in Connecticut,	-	-	6,492,100.00
Number of stockholders residing in Connecticut,	-	-	1,904
Whole number of stockholders,	-	-	3,564

## BONDS OR FUNDED DEBT.

First mortgage, due 1903; rate of interest, 4 per cent., - - - - \$2,000,000.00

Interest paid to Oct. 1, 1888.

Bonds issued by the Harlem River & Port Chester Railroad Company, guaranteed principal and interest by this company:

First mortgage bonds, due 1903 ; rate of interest, 7 per cent.,	-	-	-	\$1,000,000.00
First mortgage bonds, due 1903 ; rate of interest, 6 per cent.,	-	-	-	1,000,000.00
Second mortgage bonds, due 1911 ; rate of interest, 4 per cent.,	-	-	-	1,000,000.00

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

N. Y., N. H. & H. Railroad :

New York to New Haven, Dec. 27, 1848.

New Haven to Hartford, Dec. 14, 1839.

Hartford to Springfield, Dec. 19, 1844.

New Britain to Berlin, 1865.

Berlin to Middletown, 1850.

Windsor Locks to Suffield, Nov., 1870.

Harlem River & Port Chester Railroad:

Harlem River to New Rochelle, Nov., 1873.

Stamford & New Canaan Railroad:

Stamford to New Canaan, July 4, 1868.

Naugatuck Railroad:

Naugatuck Junction to Waterbury, June 11, 1849.

Waterbury to Winsted, Sept. 24, 1849.

Waterbury to Watertown, Nov. 1, 1871.

New Haven & Northampton Company:

New Haven to Plainville, 1847.

Plainville to Granby, March, 1850.

Granby to Northampton, 1857.

Northampton to Williamsburg, Feb., 1869.

Northampton to Conway Junction, and to Turner's Falls, Oct., 1881.

Farmington to Collinsville, March, 1850.

Collinsville to New Hartford, 1870.

Westfield to Holyoke, 1871.

Boston & New York Air Line Railroad:

New Haven to Middletown, August, 1870.

Middletown to Willimantic, August, 1873.

Turnerville to Colchester, August, 1877.



## Shore Line Railroad :

New Haven to New London, July 22, 1852.

## Hartford &amp; Connecticut Valley Railroad:

Hartford to Saybrook Point, June 30, 1871.

Saybrook Point to Fenwick, 1872.

\* Length of main line from:

† Length of branches and names from:

Length of road (main line and branches)

	In Conn.	Total.
owned by the company, - - -	121.49m.	141.48m.
Length of double track road (in main line, 123.81m.; in branches, 11.50m.), -	109.82m.	141.31m.
Length of quadruple track road, -	6.00m.	129.81m.
Length of sidings, or other tracks not in- cluded above, - - -	155.96m.	202.26m.

	In Conn.	Total.
* Woodlawn Junction to Springfield, - - -	102.45m.	122.44m.
New Haven to Willimantic, - - -	51.50m.	51.50m.
New Haven to New London, - - -	48.53m.	48.53m.
Hartford to Fenwick, - - -	46.20m.	46.20m.
Naugatuck Junction to Winsted, - - -	56.55m.	56.55m.
New Haven to Conway Junction, - - -	51.26m.	94.64m.
Totals, - - -	356.49m.	419.86m.

† Harlem River Branch, — Harlem River to New

Rochelle Junction, - - -		11.50m.
New Canaan Branch, — Stamford to New Canaan, -	7.66m.	7.66m.
New Britain Branch, — Berlin to New Britain, -	3.18m.	3.18m.
Middletown Branch, — Berlin to Middletown, -	9.70m.	9.70m.
Hartford Freight Branch, — Hartford City, -	.84m.	.84m.
Suffield Branch, — Windsor Locks to Suffield, -	4.32m.	4.32m.
Colchester Branch, — Turnerville to Colchester, -	3.59m.	3.59m.
New Hartford Branch, — Farmington to New Hart- ford, - - -	14.09m.	14.09m.
Holyoke Branch, — Westfield to Holyoke, -		10.32m.
Williamsburg Branch, — Northampton to Williams- burg, - - -		7.51m.
Turner's Falls Branch, — South Deerfield to Turner's Falls, - - -		10.07m.
Watertown Branch, — Waterbury to Watertown, -	4.44m.	4.44m.
Belle Dock Branch, — Shore Line Junction to Belle Dock, New Haven, - - -	1.00m.	1.00m.
Totals, - - -	48.82m.	88.22m.

	In Conn.	Total.
Length of track of road, including branches and sidings, in single track miles, -	671.09m.	863.65m.
Length of track laid with steel rails (weight per yard, 50 to 73½ lbs.), -	557.02m.	715.76m.
Weight per yard of iron rails in main line, 60 lbs.; in branches, 60 lbs., -	6.55m.	6.66m.
Miles of track laid with steel rails during the year (No. of tons, 8,338; weight per yard, 72 to 73½ lbs.), -	48.05m.	64.40m.
Number of new ties put in track during the year, -	224,934	332,731
Aggregate length of wooden bridges, in feet, -	35,352	44,881
Number of spans of 25 feet or over, -	66	75
Aggregate length of iron bridges, in feet, -	16,117	20,371
Number of spans of 25 feet or over, -	216	286
Aggregate length of stone arch bridges, in feet, -	2,162	3,042
Number of highway crossings over the track, -	87	136
Number of highway crossings under the track, -	76	124
Number of highway crossings at grade, -	500	580
Number of highway crossings at grade, with gates, -	62	76
Number of highway crossings at grade, with flagmen, -	10	15
Number of highway crossings at grade, with electric signals, -	25	28
Number of railroads crossed at grade, and names of each, -	11	13

Hartford & Conn. Valley at Saybrook Junction.

B. & N. Y. Air Line at Middletown.

N. Y. & N. E. at Hartford, three times, and at Plainville.

Hartford & Conn. Western at Winsted, Simsbury, and New Hartford.

Naugatuck at Waterbury.

Housatonic at Bridgeport.

Harlem River & Port Chester, Boston  
& Albany at Westfield.

Name, termini, and length of each road  
operated by this company under lease or  
contract:

	In Conn.	Total.
B. & N. Y. Air Line, — New Haven to Willimantic, - - -	51.50m.	51.50m.
Colchester, — Colchester to Turnville, Shore Line, — New Haven to New London, - - - -	3.59m.	3.59m.
	48.53m.	48.53m.
Hartford & Conn. Valley, — Hartford to Fenwick, - - -	46.20m.	46.20m.
Naugatuck Junction to Winsted, -	56.55m.	56.55m.
Watertown & Waterbury, - - -	4.44m.	4.44m.
New Haven & Northampton, — New Haven to Conway Junction, -	51.26m.	94.64m.
Harlem River Branch, — Harlem River to New Rochelle Junction, - -		11.50m.
Holyoke Branch, Holyoke to Westfield,		10.32m.
New Hartford Branch, — Farmington to New Hartford, - - -	14.09m.	14.09m.
Stamford & New Canaan, — Stamford to New Canaan, - - -	7.66m.	7.66m.
Turner's Falls Branch, — South Deer- field to Turner's Falls, - - -		10.07m.
Williamsburg Branch, — Northampton to Williamsburg, - - -		7.51m.
	283.82m.	366.60m.
Length of all roads operated by this com- pany, - - - -	405.31m.	508.08m.
Number of stations on main line, - -	47	50
Number of stations on branches, - -	9	9
Number of stations on leased lines, -	89	113

#### EQUIPMENT.

Number of locomotives (not including switching engines), owned, 114; leased, 53, - -	167
Average weight of same, including tender, water, and fuel, - - - -	131,456 pounds.
Number of switching engines, owned, 23; leased, 9,	32
* Number passenger cars, owned, 363 ; leased, 81,	444



## 1889.] NEW YORK, NEW HAVEN &amp; HARTFORD RAILROAD. 369

* Number baggage, mail and express cars, owned,	
91; leased, 23, - - - - -	114
Number of merchandise cars, owned, 1,463; leased	
518, - - - - -	1,981
Number of coal, gravel, and other cars, owned,	
1,564; leased, 887, - - - - -	2,451
Number of locomotives equipped with train brakes,	132
Number of cars equipped with train brakes, -	599
Name of brake, - - - - Westinghouse Automatic.	
Number of passenger train cars with patent plat-	
form, buffer, and coupler, - - - -	600
Name of patent, Miller Platform Coupler, and Janney Coupler.	
Name of system of lighting and heating in use	
upon the passenger cars of your road (see Chap-	
ter XC, Public Acts of 1887):	
Oil lamps for lighting; Baker heaters and Spear heaters	
for heating.	

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on	
roads operated by this company, excluding season	
ticket passengers, - - - - -	.02
Average rate per mile for season ticket passengers,	
reckoning one round trip per day to each ticket,	.0046
Average rate of fare per mile from all passengers,	.0168
Total number of passengers carried, - -	11,835,812
Passenger mileage, or passengers carried one mile,	291,998,072
Miles run by passenger trains, - - -	3,500,258
Miles run by freight trains, - - -	1,860,745
Miles run by all other trains, - - -	1,268,338
Total miles run, - - - - -	6,629,341
Total number of tons of freight carried, - -	3,169,531
Freight mileage, or tons carried one mile, - -	226,267,632
Average rate of freight per ton per mile, - -	.0178
Number of men employed in operating road, in-	
cluding officers, - - - - -	7,242

\* In addition to the above this company owns  $\frac{3}{10}$  of 16 drawing-room and 8 sleeping cars in the Wagner Shore Line, and  $\frac{124}{333}$  of 9 baggage, 7 smoking, 2 postal, and 15 passenger cars in the B. & N. Y. Shore Line Express Line.

## ACCIDENTS.

## REPORT OF ACCIDENTS IN THE STATE OF CONNECTICUT.

1887.

Oct. 3. Chas. Fry, yard brakeman at Bridgeport, had his ankle sprained by being caught in a hole in the running board of a car.

Oct. 4. W. A. Waterbury, freight brakeman, was killed by falling from extra freight train No. 8 west, at East Norwalk.

Oct. 7. Wm. Conklin, yard brakeman at Long Wharf freight station, New Haven, had his shoulder dislocated by coming in collision with Grand Street bridge.

Oct. 10. David Phelps, employé of the Housatonic Railroad, was struck by train No. 45, at Bridgeport, and slightly injured.

Oct. 14. Patrick Murray, freight brakeman, had his hand crushed while coupling cars at Darien.

Oct. 24. Frank Doherty, yard brakeman at Long Wharf freight station, New Haven, had one hand slightly injured while coupling cars.

Oct. 26. Chas. Reilly, trespasser, a boy about 15 years of age, was killed by being run over by a car at Long Wharf freight station, New Haven.

Oct. 31. Wm. J. Reilly, yard brakeman at Long Wharf freight station, New Haven, had his lip split open and face bruised by falling off flat car.

Nov. 23. Frank Veit was killed at Canal Street crossing, Stamford, by being struck by second section of train No. 30.

Nov. 25. Edward O'Rourke, brakeman on stone train, was slightly injured by being struck by bridge-guard, near Westport Station, and thrown from train.

Dec. 5. Henry C. Cornell was struck by passenger train No. 48, on Main Street crossing, South Norwalk, and seriously but not fatally injured.

Dec. 8. F. W. Munson, freight brakeman, was killed by falling from extra freight train No. 8 east, between Milford and Woodmont stations.

Dec. 9. Samuel McCarthy, yard brakeman at Long Wharf freight station, New Haven, had his arm slightly injured while coupling cars.

Dec. 9. Wm. Le Heup, who had got on board of train No. 48 at New Haven passenger station, for the purpose of seeing his

daughter on to the train, jumped from the train while it was in motion, and was thrown under the wheels and killed.

Dec. 10. Peter McKiernan, laborer at Long Wharf freight station, was slightly injured by falling from gang-plank.

Dec. 15. Robt. Lee, passenger brakeman, had his thigh and two ribs broken by falling through bridge between Greenwich and Portchester.

Dec. 17. Patrick Haley, laborer on work train, was slightly injured by jumping from the train while it was in motion, near Stamford station.

Dec. 21. Fred Haeter, trespasser, walking on track, was killed by train No. 82, near Stamford station.

Dec. 23. James Hetherington, yard brakeman at Bridgeport freight station, had his hand crushed while coupling cars.

Dec. 25. Russell Boswell, freight brakeman, had his nose broken by collision with tell-tale signal for bridge, between Greenwich and Portchester stations.

Dec. 26. P. E. Brown, freight brakeman, had his fingers pinched while pulling pin between cars, at Bridgeport station.

1888.

Jan. 8. Wm. McCormick, yard brakeman at Long Wharf freight station, New Haven, had his arm broken while coupling cars.

Jan. 9. Wm. J. Reilly, yard brakeman at Long Wharf freight station, New Haven, had his fingers crushed while coupling cars.

Jan. 11. A milk wagon driven by O. B. Wells, Jr., was struck by train No. 66, at South Avenue crossing, Bridgeport, the horse being killed and the driver badly injured.

Jan. 12. Jerry Murphy, stone mason, employé of this company, was struck and fatally injured by train No. 185, at Stamford station.

Jan. 13. An unknown man, trespasser, walking on track near Milford station, was struck and killed by train No. 24.

Jan. 19. Edward Hickey, freight laborer at Long Wharf freight station, New Haven, was slightly injured by falling from gang-plank.

Feb. 4. John W. Allen, yard brakeman at Bridgeport freight station, was slightly injured by being squeezed between cars while coupling.

Feb. 10. Patrick O'Hara, yard brakeman at Bridgeport station (freight), had his hand crushed while coupling cars.



Feb. 10. Chas. Keating, freight brakeman, had his hand crushed while coupling engine to train at Stamford.

Feb. 12. James Mason, yard brakeman at Long Wharf freight station, New Haven, had his fingers crushed while coupling cars.

Feb. 14. Timothy Leary, yard brakeman at Long Wharf station, New Haven, had his hand crushed while coupling cars.

Feb. 15 Wm. McCluen, yard brakeman at Bridgeport freight station, had his fingers crushed while coupling cars.

Feb. 19. H. C. Benedict, train news boy, was badly injured by jumping from train No. 126 while it was in motion, near New Haven station.

Feb. 20. Willard S. O'Neil, freight brakeman, was badly injured by falling through bridge over highway at South Norwalk.

Feb. 21. Chas. Finch, freight brakeman, had his hand injured while coupling engine to train at Bridgeport.

Feb. 21. Mrs. Edward Rowen was struck and killed by extra freight train No. 6, east of Sterling Street crossing, Bridgeport.

Mar. 1. Thos. Hartegan, laborer at Long Wharf freight station, New Haven, had his hand crushed while coupling cars.

Mar. 2. Peter McHugh, laborer at Long Wharf freight station, New Haven, was slightly injured by being struck by car which had been kicked up to freight platform.

Mar. 5. A horse and carriage, driven by Norman Ambler, was struck by passenger train No. 2, at Main Street crossing, Stratford. The horse was killed, and the driver considerably injured, but not fatally.

Mar. 7. Wm. Snow, yard brakeman at Long Wharf freight station, New Haven, had the thumb of his right hand crushed while coupling cars.

Mar. 9. An Italian laborer, No. 68, had three fingers crushed so as to necessitate amputation, while assisting in setting up a ballast unloaded at Stratford gravel pit.

Mar. 10. Hugh Gilmore, yard brakeman at Bridgeport freight station, had his fingers bruised while coupling engine to train.

Mar. 12. Henry C. Kentfield, yard master at Long Wharf freight station, New Haven, was injured by being thrown from switch engine.

Mar. 12. James Langdon, section laborer, was killed by falling off the signal tower at Naugatuck junction. The tower was blown down by the force of the storm that day.

Mar. 15. Guesseppi Dimea, an Italian laborer, was injured by falling from work train at New Haven.

Mar. 15. An unknown man was killed by work train plowing snow at Sellick's cut, at Stamford.

Mar. 16. Rafelo Compatarn, an Italian laborer, was killed by falling from work train at New Haven.

Mar. 18. Thos. Gibbons, yard brakeman at Long Wharf freight station, New Haven, had one foot run over and badly crushed by switch engine.

Mar. 20. The body of Louis Stone was found on the track near Barnum's turnout, Bridgeport, and it is supposed that he was struck by passenger train No. 87.

Mar. 22. Pietra Tarilla, trespasser, walking on track near South Norwalk station, was struck and killed by passenger train No. 48.

Apr. 4. Michael Day, section laborer, had his ankle dislocated by being thrown from hand car.

Apr. 5. John O'Connell, yard brakeman at Long Wharf freight station, New Haven, had his hand crushed while coupling cars.

Apr. 5. C. L. Crandall, yard brakeman at Long Wharf freight station, New Haven, had one finger crushed while pulling pin between cars.

Apr. 6. Chas. Jeanette, laborer at Long Wharf freight station, New Haven, was injured by being struck by a coal tub and thrown from car upon which he was at work.

Apr. 11. Jos. Waller, trespasser, walking on track near South Norwalk station, was struck and killed by passenger train No. 60.

Apr. 23. John O'Neil, yard brakeman at Stamford, had his fingers crushed while pulling pin between cars.

Apr. 25. Geo. Rabstak, trespasser, walking on track, was struck and killed by passenger train No. 70, near Bridgeport station.

Apr. 25. John Keroc, trespasser, walking on track, was struck by train near Darien station and severely injured.

Apr. 27. Fred Negars, yard brakeman at Bridgeport freight station, had his hand crushed while coupling cars.

Apr. 28. Frank Lyman, yard brakeman at Long Wharf freight station, New Haven, was somewhat injured by being crushed between sideboards of cars in motion on parallel tracks.

May 2. Thos. Harvey, trespasser, walking on track near New Haven depot, was struck and slightly injured by passenger train No. 86.

May 2. Michael Carroll, trespasser, stealing a ride on way freight train east, either fell or jumped from the train while it was in motion, near Stratford station, and had one foot run over and crushed.

May 3. Michael Driscoe, track laborer, had his arm broken by being struck by work train engine, near Riverside station.

May 4. James Byrnes, brakeman on extra freight train No. 1, west, was killed by falling from the train near Woodmont station.

May 4. Chas. Mack, freight brakeman, had his hand crushed while coupling cars at Milford.

May 7. James Barry, trespasser, was injured while attempting to jump on a freight train in motion, at East Bridgeport.

May 10. A boy by the name of Jennings, in attempting to jump on to way freight train east, at Southport station, fell, and had one leg badly injured.

May 10. Chas. McCarthy, yard conductor at Long Wharf freight station, New Haven, was slightly injured by falling from top of car at that station.

May 11. An unknown man, trespasser, walking on track near Bridgeport station, was struck and killed by passenger train No. 47.

May 16. Wm. Maher, yard brakeman at Long Wharf freight station, New Haven, had his hand crushed while coupling cars.

May 18. W. F. Reiley, yard brakeman at Long Wharf freight station, New Haven, had his hand crushed while coupling cars.

May 24. Michael Caslin, laborer at Long Wharf freight station, New Haven, had his hand injured by heavy iron forging falling upon it.

May 25. De Witt C. West was injured in attempting to jump on to passenger train No. 67, while it was in motion, at New Haven station.

May 28. John O'Hearn, trespasser, stealing a ride on freight train No. 68, was found injured on top of car in train near Fairfield station.

June 5. Geo. Usher, yard brakeman at Bridgeport freight station, was slightly injured by being squeezed between cars while making couplings.

June 6. Wm. Robb, yard brakeman at Long Wharf freight station, New Haven, was injured by being crushed between engine and car while making coupling.

June 8. A baker's wagon, driven by J. M. Near, was struck



by passenger train No. 10, at Sterling Street crossing, Bridgeport, and the driver slightly injured.

June 12. Robt. Brown, trespasser, walking on track near Stamford station, was struck and fatally injured by passenger train No. 31.

June 13. Bernard Mooney, yard brakeman at Long Wharf freight station, New Haven, was slightly injured by being squeezed between engine and car while making coupling.

June 15. Eugene Patee, yard brakeman at Long Wharf freight station, New Haven, had his hand crushed while coupling cars.

June 21. Patrick Sullivan, trespasser, walking on track near Stamford station, was struck and killed by passenger train No. 54.

June 22. Richard Fagan, laborer at Bridgeport freight station, had one leg injured by case of metal falling upon it.

June 26. An unknown man, trespasser, walking on track near Naugatuck junction, committed suicide by throwing himself in front of train No. 65, and being run over and killed.

July 3. Andrew Carrare, trespasser, walking on track at Long Wharf freight station, had one arm cut off by being run over by switch engine.

July 4. Wm. E. Morrell, water boy, had one leg broken by falling from engine at Stamford station.

July 21. Patrick Cullen was found dead and badly mutilated on track at drawbridge at South Norwalk station, and it is supposed he was killed by passenger train No. 87.

July 26. John Cobash, track laborer, was injured at South Norwalk station, by the explosion of a track torpedo under a push car which he was helping to push along the track.

July 31. Thos. O'Connell, yard brakeman at Long Wharf freight station, New Haven, was slightly injured by being struck in the head by switch engine.

Aug. 1. Jos. Butler, trespasser, stealing a ride on freight train, was killed by falling from the train, and being run over, near Bridgeport station.

Aug. 3. Frank Nevers, a boy attempting to steal a ride on freight train near East Norwalk station, fell from the train and had one leg badly injured.

Aug. 5. Peter Welsh, trespasser, walking on track between Greenwich and Portchester stations, was struck and severely injured by passenger train No. 125.

Aug. 13. Peter McKiernan, laborer at Long Wharf freight

station, New Haven, was slightly injured by falling from gang-plank.

Aug. 17. Frank Goebel, trespasser, attempting to jump on to freight train near Westport station, had one foot run over and crushed.

Aug. 20. Robt. Hitchcock, freight brakeman, was slightly injured by being crushed between cars while making coupling, at Barnum's turnout, near Bridgeport.

Aug. 23. Michael Congdon, messenger at Bridgeport freight station, was killed by being run over by switch train.

Aug. 24. The body of James C. Fox was found badly mutilated on track between Greenwich and Portchester stations, but it is not known by what train he was killed.

Aug. 27. Ambrose Muller, trespasser, walking on track near Darien station, was struck and killed by passenger train No. 6.

Aug. 27. Michael Donally, yard brakeman at Bridgeport freight station, was injured by being crushed between cars while making coupling.

Sept. 1. A boy by the name of Eddie Warner, trespasser, was killed by passenger train No. 43, near West Haven station.

Sept. 14. H. C. Grover, yard brakeman at Long Wharf freight station, New Haven, had one leg broken by freight car running on to it.

Sept. 15. An unknown man, who is supposed to have attempted to jump on to an excursion train of the Naugatuck Division at Bridgeport station, fell under the wheels and was run over and killed.

Sept. 19. An unknown man, passenger on train No. 61, fell from that train near Bridgeport station, and was run over and killed.

Sept. 22. James White, yard brakeman at Stamford station, had his fingers crushed while coupling cars.

Sept. 25. Jas. Cook was struck and killed by an extra freight train of the Naugatuck Division, in front of Bridgeport passenger station.

*Hartford Division.*

1887.

Oct. 5. Bartholomew Callahan, a boy about 10 years old, fell from train No. 20, at Shore Line junction, and had one foot crushed. He was stealing a ride.

Oct. 10. Patrick Donalley of Springfield, jumped from train No. 53, at Windsor, and was bruised about the head. Intoxicated.

Oct. 12. J. W. Cooper, brakeman on transfer crew, had elbow crushed between dead-woods of cars at Berlin while making a hitch.

Oct. 15. Luman Andrus, brakeman on train No. 19, fell from train near Franklin Street bridge, New Haven, was run over and fatally injured.

Oct. 21. John Malley, switchman at Berlin, was killed by 9.26 p. m. train from Berlin, Oct. 20th. His body was found near Park Street crossing, New Britain, Oct. 21st.

Oct. 26. Clifford Hill, brakeman, stepped off switch engine No. 126, at Flower Street, Hartford, caught his foot between foot board on front end of engine and crossing plank, wrenching his foot, disabling him from duty.

Oct. 28. L. P. Dunn, conductor, sprained his ankle jumping from a derailed car at Berlin.

Michael Reed, brakeman, jumped and fell and found himself between the trucks when cars stopped. Badly injured about the head, and a bad flesh wound on leg.

William Blinn, brakeman, jumped or fell and received a scalp wound.

Nov. 12. August Hausman, brakeman on way freight train, had his thumb smashed coupling cars at brick yard No. 5 (North Haven).

Nov. 15. Wm. Brooks, fireman on engine No. 83, train No. 207, was struck by switch target at stone quarry track, Meriden, and knocked off tender. Injured about head and body.

Nov. 21. Walter Greggs, brakeman in yard at Hartford shops, while coupling cars inside of curve was slightly injured about bowels and hips.

Nov. 22. Mary A. Bassett, age 18, was struck on bridge at North Haven by engine No. 121, on train No. 51, and instantly killed.

Dec. 5. The body of a man, supposed to have been John F. Reavey, 33 Butler Street, Springfield, Mass., was found on track one mile north of Warehouse Point by engineer Fred Hinckley, train No. 202.

Dec. 13. John L. Holleran of New Haven, jumped or fell from train No. 73, near junction switches, New Haven, and severely injured.

Dec. 20. Garrett Kerwan, section man, jumped from moving



hand car near Parkville, slipped, fell on track between wheels of car, one wheel passing over his chest, severally injuring him.

Dec. 22. Geo. Van Nostrand, brakeman on switch gang at branch switch, Hartford, had end of thumb on right hand cut off by being caught between stake and engine while staking car on side track. 1888.

Jan. 12. Wm. H. Evans, teamster, was thrown from seat of sleigh just north of Asylum Street, on account of scenery on sleigh being struck by train No. 207, injuring his hip and side.

Jan. 22. The body of Michael Tierney of Wallingford, was found on track two miles north of Meriden. Supposed to have been struck by one of the east bound trains during the night.

Jan. 31. James Duffy of Meriden, was struck by train No. 215, on North Colony Street crossing, Meriden, arm broken, body and hip bruised. Attempted to cross track ahead of train.

Feb. 4. Gustave Johnson, struck by engine of train No. 286, at Park Street crossing, New Britain, and seriously injured. Intoxicated.

Feb. 15. Peter Chatel, brakeman in yard at Hartford shops, was thrown from car on account of loose ratchet wheel on brake shaft, severely injured on arm, knee, head, and bruised about body.

Feb. 15. James Taylor, brakeman in yard at Hartford shops, had his hand caught while coupling. Flesh wound.

Feb. 16. The body of a man (supposed to have been John Dailey of Somerville, Mass., or Brooklyn, N. Y.), killed at Fair Street bridge, New Haven, by east bound extra freight. Evidently stealing a ride, struck by Fair Street bridge, knocked off, and run over by train.

Feb. 17. Clifford E. Hill, brakeman on extra freight train, was struck by Fair Street bridge, New Haven, cutting his lip and face. No bones broken.

Feb. 20. Four men, Owen McMullen, Thos. Costello, Thos. Delaney, and one man name unknown, were found under and near East Street bridge, New Haven, about 11 p. m., all severely injured. The unknown man fatally. A mysterious case.

Feb. 25. Munzo S. Multer, brakeman, was struck and instantly killed by engine No. 87, on train No. 28, near car-house at Hartford shops.

Feb. 28. Frank Sheehan, brakeman in yard at branch switch, Hartford, lost the ends of two fingers coupling cars. Intoxicated.

Mar. 3. Daniel St. John, brakeman on Harlem River extra, lost one finger and injured another while coupling train to caboose at Hartford.

Mar. 9. Jos. Bouchie, brakeman in yard at Meriden, had his arm caught between chafing bunters of cars, and arm broken at elbow.

Mar. 18. John Haley, laborer, had foot caught between bunters of cars while train was moving in place to load snow, and badly injured.

Mar. 18. Patrick Coughlin, brakeman, had one finger smashed coupling engine to car in yard at Hartford.

Mar. 18. Conrad Gerber, was struck by engine on train No. 42, at Meriden, near the brewery, breaking his shoulder and several ribs.

Mar. 20. Marshall M. Laydon, brakeman on extra freight, while coupling cars at New Haven, had two fingers smashed, rendering amputation necessary.

Mar. 24. Chas. Hart, brakeman on train No. 217, had his shoulder injured coupling engine to a car at Windsor Locks.

Apr. 13. John Ryan, brakeman on east bound extra, had his leg injured at New Haven. High brake on car struck Grand Street bridge, broke shaft, and brake wheel struck his leg.

Apr. 14. Patrick Quinn jumped on car on train No. 217, near freight house, Windsor Locks, for the purpose of riding to passenger station; passing there, jumped off, and was struck on the head by car, knocked down, and slightly injured. Under influence of liquor.

April 27. Jerry Bolton, brakeman on extra freight train, had three fingers on right hand smashed coupling cars in yard at Hartford shops.

May 24. William Buidgett of Wallingford, was found lying on west track at Yalesville, just opposite south end of freight house, by rear brakeman on train No. 60. Fatally injured.

June 2. Edward Thompson, brakeman transfer crew, New Haven, had right hand caught between dead woods of cars, skinning his hand and wrist, and breaking little finger.

June 12. John Waldron, a telegraph line man, was caught in passing between cars while train 211 was backing up on "Gin Mill" track, Berlin, and badly injured about the body.

June 25. Patrick O'Leary of Windsor Locks, attempted to board train No. 225, after train had started from Windsor Locks

station, fell under the train, and both feet were injured by the wheels. Intoxicated.

July 3. Chas. Brown, brakeman on train No. 210, was caught between cars while coupling at branch switch, Hartford, and injured about the body.

July 7. Wm. Bigelow, brakeman on train No. 210, had his hand caught behind pin while coupling engine to car at Windsor Locks.

July 7. John Coleman of Yalesville, was struck and killed by engine on train No. 53, near Yalesville station.

July 16. John Cauley, brakeman in yard at Middletown, had his hand caught and injured between bunters while coupling cars.

July 24. Frank O'Rourke, 14 years old, was injured near old Shore Line shops, New Haven. He attempted to get on excursion train from Belle Dock, fell, and one foot went under the wheels, crushing the toes and heel.

Aug. 2. Phillip Mullen, section man, was struck on the head by switch engine while working in yard at Middletown, near tunnel, and severely injured.

Aug. 6. Michael J. Donohoe, brakeman on switch gang at branch switch, Hartford, was caught between cars, and severely injured about breast and body.

Aug. 15. Conductor Williams, train No. 225, reported from New Haven that brakeman Rogers told him a man pulled bell rope south of Quinnipiac station, and jumped off rear platform of rear car. Engineer says bell struck one blow only. Francis Dumont, milkman, discovered body of a man on track near brick yard No. 2, morning of August 16th. Evidently been struck by passing train.

Aug. 16. A boy named Peter F. Wells, in attempting to catch on gravel train near turn-table at Windsor Locks, fell under train, and one foot badly injured.

Aug. 25. Arthur Henken, a tramp, attempted to catch on train No. 204, just north of branch switch, Hartford, to steal a ride, was thrown to the ground, and injured on head.

Aug. 29. John Hill was struck and killed between Camp Street bridge and Cross Street, Meriden, while walking on track.

Sept. 1. Patrick Owen and Austin McCarthy, laborers on Asylum Street improvements, Hartford, boarded train No. 219, at station, to ride a short distance to their homes. Owen jumped from rear steps of rear car near Broad Street bridge, and was cut by



stone ballast on hands and face; not seriously injured. McCarthy jumped from forward steps of second car from rear of train at Flower Street crossing, fell, and right arm went under wheels; amputation necessary; also cut on head, and otherwise injured.

Sept. 13. The body of James Whalen of Northampton, Mass., was found between the tracks south side of bridge near Bradley & Hubbard Mfg. Co's shops, Meriden, evidently lying on track, and struck by engine on train No. 66.

Sept. 14. Dennis Hassett of Birmingham, Conn., was found between main tracks one-half mile south of Wallingford station, by extra freight train, head cut badly, one finger cut off, and one foot crushed.

*Shore Line Division.*

1887.

Oct. 8. Chas. F. Warner (colored), resident of Branford, was killed some time Saturday night, Oct. 8th, about one mile west of Branford station. His back was broken, head stove in, and brain completely gone, leaving the skull empty. It is supposed that train No. 73, leaving New Haven at 1.30 A. M., Sunday, Oct. 9th, struck him, although train men seemed to know nothing of the matter. Medical examiner took charge of the body.

Oct. 21. Daniel Hartigan of Fair Haven, while performing his duties as section foreman at Shore Line Junction, mistook Shore Line train No. 27 for a Hartford Division train. He stepped from the Hartford tracks directly in front of No. 27, was struck and instantly killed by it.

Feb. 25. Thos. Felborn, freight brakeman of the Shore Line Division, while coupling engine to a car, had his arm caught and broken.

March 19. Hurlbut Hubbard of Clinton, was struck by an east-bound extra at the Fred Hill crossing, over which he was driving a pair of oxen. He saw the approaching engine and tried to get his team off the track, but was killed, together with the cattle.

April 10. John G. Comstock of New London, fell from the roof of a freight car in New London yard, where he was employed as brakeman, and had left arm broken, right arm sprained, and his head cut.

April 28. Pasquale De Carlo, employed on work train, caught his fingers in derrick cog wheels; carelessness.

May 18. Stefano L. Terriblo (Italian), of New Haven, was struck by train No. 44, which left New Haven at 6.15 P. M. He and a party of five others were walking on the track about one mile west of East Haven. On seeing the train all the rest of the party went to the north side of the track, while he kept on the south side until the train was quite close, when, on his attempting to join his companions by crossing the track, he was struck and severely injured. He was taken to the New Haven hospital, where he died at 1.15 P. M., May 19th.

June 13. James Donohue of Worcester, Mass., freight brakeman of No. 410, was struck on the head by the overhead bridge just west of Lake Saltonstall. Not dangerous.

Sept. 3. Augustus Copp of New London, while stealing a ride on train No. 408, as it was backing cars from station, fell under the wheels and had his leg so badly crushed as to necessitate the amputation of his foot. He had repeatedly been warned.

Sept. 4. Robert Bishop, fireman, left ankle sprained jumping from his engine. Collision at New London between engines 19 and 42.

Sept. 4. Chas. Bullard, engineer, right side badly bruised by being thrown against the cab. Collision of engines 19 and 42.

Sept. 4. Wm. A. Newry, bridge carpenter, leg broken while blocking up engine No. 19, after being derailed by collision with engine No. 42 at New London.

#### *Air Line Division.*

1887.

On Saturday night, Oct. 15th, 1887, Edward Dunlay was struck by some train between High and Prospect street bridges, at Middletown, and was found dead Sunday morning by side of track, badly bruised.

On Saturday, Dec. 24, 1887, Royal Emmons, employed as painter, was struck and instantly killed while painting Jeremy River bridge, near Westchester, by east-bound freight No. 502.

1888.

On Feb. 2, 1888, two unknown men who were very drunk were found side of track at Rockfall after train No. 38 had passed, quite badly cut. If hit by the train at all they rolled against it after engine had passed.

On Feb. 23, 1888, W. L. Brown had his head crushed between

two cars on train No. 500, at Willimantic. Brown voluntarily stooped down to turn off air-cock and was caught. He was employed by the N. Y. & N. E. R. R. handling mails; he died the following day, Feb. 24th.

On Feb. 23d Horace Wormsley (colored) was struck and instantly killed by extra engine No. 19, at bridge just west of Rock-fall station. Man was probably somewhat bewildered, as he ran straight for engine.

On June 4, 1888, Conductor Chas. H. Stebbins was instantly killed in collision at Leonard's bridge. Brakemen C. R. Dunn and Alfred Cheney were slightly injured at this time. Collision was caused by mistake of dispatcher.

On Aug. 29, 1888, Tim Beach had his arm somewhat bruised at Willimantic, while coupling engine No. 113 to train No. 501.

On Sept. 27, 1888, Conductor H. B. Ford, of train No. 502, while coupling cars at Portland dump, had his arm badly bruised and crushed, but no bones were broken.

*Northampton Division.*

1887.

Nov. 18. W. H. Clark, freight brakeman, foot injured by falling from tender of engine at Plantsville.

1888.

Jan. 20. Frank Lambert, freight brakeman, hand injured while coupling cars at Farmington.

Feb. 13. Rev. Wm. Miller, New Britain; Mrs. Ella Brockway, Barkhamsted; Gottleib Rhule, Mrs. Gottleib Rhule, Waterbury; Pauline Meyer, Waterbury; Miss Sarah Hungerford, New Haven, and Luke Perry, New Hartford, slightly injured by overturning of passenger cars at Richard's Mills, near Unionville.

March 17. S. C. Paxon, division roadmaster, G. H. Rathburn and C. Cross, trackmen, injured at Farmington by derailment of snow plow.

May 5. Cleveland Walker (colored) injured by jumping from passenger train at New Haven.

June 25. Thos. Fagan, freight brakeman, injured while coupling cars at Southington.

*Naugatuck Division.*

1887.

Nov. 14. John Sheahan, brakeman on day freight extra, while



coupling foreign cars at Derby station, caught arm in dead woods, badly bruising it. Arm attended to by Dr. Pinney. F. Scott, conductor.

Nov. 18. David Lovelance, brakeman on day freight, extra, while coupling a C. R. I. and P. & N. Y. L. E. & W. car at Platt's Mills, caught arm between dead woods of one car and projecting bolt of opposite car, making severe flesh wound. Arm attended by North, M. D. Frank Scott, conductor.

Nov. 15. David Sloughrue, section hand, Union City, injured while curving rail ; injury slight. Drs. North & Axtelle.

Nov. 25. W. H. Walker, brakeman, north end switch train, injured while coupling cars at Waterbury, smashing one finger ; no bones broken ; amputation not necessary.

Nov. 20. Mrs. Owen Howard, of Winsted, Conn., while crossing the tracks in the freight yard of the Naugatuck Division at Winsted, was struck by the engine of the Sunday passenger train while backing down the siding preparatory to going upon the main track. She stepped from the main track directly in front of or against the tender, and being hid from the engineer's view by the tender. One leg was run over and crushed ; injuries resulting fatally. Not seen by any of the employees until struck. E. S. Downes, engineer.

Nov. 23. Albert Johnson, of Burrville, Conn., passenger on train No. 316, fell from said train while running at usual speed, near Waterville bridge. He was upon the platform of car in an intoxicated condition. He received injuries about the head. Taken to Thomaston. L. McDermott, conductor.

Dec. 5. Albert Barber, brakeman on train No. 309, caught index finger while coupling a Penn. R. R. car, necessitating amputation at the first joint.

Dec. 7. John D. Smith, yard brakeman at Waterbury, leg caught between freight platform and car ; calf of leg bruised, but no bones broken.

Dec. 12. John Kelleala, yard brakeman at Waterbury, arm caught between dead woods ; no bones broken.  
1888.

Jan. 20. Charles. E. Coon, brakeman, fell off top of car, injuring both feet ; no bones broken. Clark Price, conductor.

Feb. 7. Thomas Lyons, of Waterbury, Conn., run over and killed in covered bridge, south of Waterbury yard. When first

seen by engineer, he was prostrated upon the bridge evidently trying to crawl out of danger ; supposed he was walking in the bridge, and fell while intoxicated, or had a fit. E. S. Downes, engineer ; A. S. Beers, conductor.

Mar. 2. Eugene Slosson, brakeman, Waterbury yard, coupling smashed one finger ; amputation necessary ; attended by Dr. Benedict.

Mar. 30. James Lucas or Joseph Lucas, of Norwalk, N. J., was run over by train No 319, near Derby station. When first seen by engineer, he was lying on the track evidently intoxicated. Picked up by train, but died before train reached Derby station. Dr. Pinney in attendance ; G. Hazard, conductor.

Apr. 5. Matthew Colbert, brakeman on train No. 313, while coupling cars at Ansonia, caught his thumb, breaking it. J. O'Brien, conductor.

Mar. 9. J. D. Smith, brakeman, Waterbury yard, finger caught while coupling. Amputation necessary.

Apr. 30. Pat Claffey's body found, lying a portion in center of track, and portion outside of the rail, just north of the station at Oakville, on the Watertown branch ; was last seen Monday evening about 7.30 P. M. crossing bridge at Oakville. None of the train men have any knowledge of the accident. It is supposed he was run over by train No. 340, Monday P. M.

June 23. John Hayes, Torrington, run over and killed by train No 316. Not seen by engineer. Remains discovered by a passenger, Mr. Lumley, just south of Torrington station, about fifteen minutes after train passed. Engineer remembers seeing something which he supposed at the time to be a piece of paper. Evidently lying on the track intoxicated. Remains in charge of Deputy Coroner Hanchett.

July 4. Extra passenger train, Waterbury to Winsted, engine No. 186, A. A. Tolles, conductor, G. Hull, engineer, run over and killed man named Leon, who was lying across rail when seen by engineer, one mile south of Litchfield station. Was seen about the station late in the evening intoxicated.

July 5. Byron Tobey of Waterbury, an elderly man, took refuge under a flat car in Waterbury yard to avoid getting wet during a shower. Switch engine backed cars up, thereby causing him to fall under trucks, receiving broken ribs, etc. His presence

under the cars was unknown to the train men. H. L. Bunce, yard conductor.

July 5. Englebert Hert attempted to board train No. 316 after it had started from Thomaston station. He ran along by the side of the moving train, and made a clumsy attempt to get upon the forward platform of rear passenger car ; was thrown under the wheels. Amputation of one foot necessary. Very much under the influence of liquor. G. W. Benedict, conductor.

July 11. Sherman Raynor, young man engaged in carrying the mails to and from station, attempted to drive under the gates at Derby as they were being lowered, and succeeded in getting under the first gate, and his horse up against and over the gate on the opposite side in such a manner as to prevent their being raised to liberate him. Was struck by train No. 305 and seriously injured, injuring horse and demolishing wagon. Attended by Dr. Pinney. The young man has since recovered fully.

July 15. E. Harrison, brakeman, train No. 300, hand crushed while coupling cars at Ansonia. Two fingers crushed and one broken.

Sept. 7. H. L. Bunce, yard conductor at Waterbury, while in the act of applying the rear brake of cars which were being run in on siding at Waterbury freight platform, fell from the foot-board, the height of box car to the ground, and striking in such a manner as to severely injure one foot, in the bruising and displacement of bones of the foot. Brake was found in good condition. Accident either caused by his hands slipping from the brake-wheel, or the chain winding upon itself and then slipping off, causing sudden twist of the brake-wheel.

Sept. 15. Arthur Barrows of Winsted, brakeman, Waterbury yard, while coupling car of lumber to one loaded with stone was caught between the lumber and car, causing serious injury to head and crushing one foot. Result of injuries uncertain. Attended by Dr. Axtelle. He was placed in special car and sent home to Winsted by train No. 310.

Sept. 15. Benjamin Bender, a match peddler and boot black, of Bridgeport, boarded special Coney Island excursion train in East Bridgeport, and when train was passing Bridgeport station he jumped from the train, falling under wheels, and was instantly killed. J. E. Colgan, conductor.

Sept. 25. James Cook of Stamford, walking upon the platform



at Bridgeport. Passed station apparently intoxicated and engaged in peeling an onion. He either walked against one of the iron supporters of platform and was thrown back against and under the wheels of the Naugatuck Division day freight extra, which was passing at the time, or he staggered and fell against and under the moving train. Instantly killed. Remains taken in charge by Medical Examiner Downs. G. W. Hazard, conductor.

Sept. 29. Switch train engine, running under north bound white signals, overtook Thomaston section hand-car, about one mile north of Thomaston, throwing hand-car from track, injuring James Lundrigan, section man, of Thomaston, wheel of hand-car passing over ankle, bruising same. No bones broken; recovery a matter of probably a few days. C. Tomlin, engineer; David Purdy, foreman section.

*Valley Division.*

1887.

Nov. 15. Michael McGuire, engineer of freight train No. 708, was struck on the head and slightly injured by the mast of a boat which had drifted in against the bridge below Chester station.

Dec. 2. James Shea, a freight brakeman, had his hand injured while coupling cars at Saybrook Junction.

Dec. 6. Gilbert Phelps, an employee, was found dead near the track at Rocky Hill. He evidently fell into a cattle guard, striking on his head.

Dec. 13. Train No. 712 struck an ice cart at "Folly crossing" in town of Wethersfield. Andrew Berry and James Officer were thrown from the cart and considerably bruised.

Dec. 31. Henry A. Freeman was found dead near the track, one-quarter of a mile south of Cromwell station.

1888.

March 10. Alonzo Harris, while walking on the track near Middletown, was struck by train No. 714 and slightly injured.

March 19. James Smith, while walking on the track near Middletown, was struck by train No. 712 and instantly killed.

March 23. James Shea, a freight brakeman, had finger crushed while coupling cars at Hartford.

May 1. Hannah Sullivan, while walking on the track in Hartford, was struck by train No. 702 and slightly injured.

May 9. William Tutt, while walking on the Ferry Street bridge in Hartford, was struck by train No. 705 and slightly injured.

May 15. Gaylord Cornwall, while walking on the track near Middletown, was struck by train No. 709 and instantly killed.

July 4. L. D. Skinner, while asleep on the track between Arnold's and Haddam, was struck by train No. 714 and one arm broken.

July 9. John Jordan had his hand crushed while coupling cars at Dividend gravel pit.

July 21. An unknown man, while walking on the track between North Cromwell and Rocky Hill, was struck by train No. 712 and instantly killed.

Aug. 6. Margaret Whalen was struck by engine of work train at Morgan Street crossing, Hartford. One rib broken.

Aug. 10. Robert A. Holmes, a freight brakeman, while climbing up side ladder of freight car, was struck on the hip by water pipe at Walkley Hill, and severely bruised.

Sept. 21. Daniel L. Weeks, while walking on the track in Middletown, was struck by train No. 701 and instantly killed.

Sept. 28. Fred Jones, a freight brakeman, caught his foot between the rail and guard rail while uncoupling cars at Higganum, and was run over and killed.

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#### OFFICERS.

*President*, CHAS. P. CLARK, New Haven, Conn.

*Vice-President*, E. M. REED, New Haven, Conn.

*Secretary*, W. D. BISHOP, JR., Bridgeport, Conn.

*Treasurer*, WM. L. SQUIRE, New Haven, Conn.

*General Superintendent*, O. M. SHEPARD, New Haven, Conn.

<i>Division Superintendents,</i>	{	W. H. TURNER,
		C. S. DAVIDSON,
		E. G. ALLEN,
		W. A. WATERBURY,
		C. N. YEAMANS,
		G. W. BEACH,
		J. V. A. TRUMBULL.

*Comptroller*, H. M. KOCHERSPERGER, New Haven, Conn.

*Auditor*, S. C. FLEETWOOD, New Haven, Conn.

*General Passenger Agent*, C. T. HEMPSTEAD, New Haven, Conn.

*General Ticket Agent*, JAMES N. STATES, New Haven, Conn.

*General Freight Agent*, CHAS. ROCKWELL, New Haven, Conn.

BOARD OF DIRECTORS.

CHAS. P. CLARK, New Haven, Conn.  
 E. M. REED, New Haven, Conn.  
 GEO. H. WATROUS, New Haven, Conn.  
 WM. D. BISHOP, Bridgeport, Conn.  
 WILSON G. HUNT, New York, N. Y.  
 GEO. N. MILLER, New York, N. Y.  
 HENRY C. ROBINSON, Hartford, Conn.  
 E. H. TROWBRIDGE, New Haven, Conn.  
 NATHANIEL WHEELER, Bridgeport, Conn.  
 JOSEPH PARK, New York, N. Y.  
 CHAUNCEY M. DEPEW, New York, N. Y.  
 HENRY S. LEE, Springfield, Mass.  
 WM. ROCKEFELLER, New York, N. Y.

Attest, CHARLES P. CLARK, *President*.  
 Attest, WILLIAM L. SQUIRE, *Treasurer*.

STATE OF NEW YORK, }  
 CITY AND COUNTY OF NEW YORK, } November 10, 1888.

Then personally appeared Charles P. Clark, President, and William L. Squire, Treasurer, of the New York, New Haven & Hartford Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

CHARLES McCONVILLE,  
*Notary Public,*

[Kings County ; certificate filed in New York County.]

PROPER ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD  
 COMPANY,  
 GRAND CENTRAL DEPOT,  
 New York, N. Y.



# NEW YORK, PROVIDENCE & BOSTON RAILROAD COMPANY.

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*Return of the New York, Providence & Boston Railroad Company  
for the year ending September 30, 1888.*

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## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$698,843.29
From freight transportation,	-	-	-	525,737.88
From United States mails, -	-	-	-	21,349.80
From express, -	-	-	-	33,882.50
From rents, -	-	-	-	23,355.78
Total gross earnings,	-	-	-	\$1,303,169.25

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	-	-	\$162,275.09
For repairs of bridges, -	-	-	107,988.93
For repairs of fences, -	-	-	4,148.04
For repairs of buildings and fixtures,	-	-	23,557.51
For repairs of locomotives, -	-	-	47,551.20
For repairs of cars, -	-	-	44,328.91
For repairs of machinery and tools,	-	-	4,372.85
For salaries and labor, not included above,	-	-	317,304.13
For fuel for ferry, -	-	-	8,314.23
For fuel for locomotives and cars :			
24,893 tons of coal,	-	-	93,750.69
For fuel for stations and shops :			
1,391 tons of coal, -	-	-	5,538.98
For maintenance of electric signals,	-	-	2,355.45
For oil and waste, -	-	-	7,422.00
For illuminating, -	-	-	7,384.86

For damages, losses, and gratuities :

to persons, - - -	\$2,969.13	
to property, - - -	2,251.28—	\$5,220.41
For car service, - - -	-	9,555.45
For insurance, - - -	-	2,380.56
For rent of Pawtuxet Valley R. R., - - -	-	17,663.00
For advertising, - - -	-	7,717.86
For maintenance and operation of ferry, - - -	-	35,970.63
For stationery and printing, - - -	-	8,478.59
For supplies for stations and trains, - - -	-	9,182.15
For dredging, - - -	-	13.43
For general expenses, - - -	-	10,791.71
For legal services, - - -	-	8,725.00
For rents, - - -	-	12,596.78
For mail service, - - -	-	235.00
Total operating expenses, - - -	-	<u>\$964,823.44</u>
Net earnings, - - -	-	<u>\$338,345.81</u>

## TOTAL RECEIPTS AND EXPENDITURES.

STATEMENT OF THE COSTS OF BETTERMENTS CHARGED TO OPERATING  
EXPENSES ACCOUNTS.

Improvement of road-bed, and labor on roadway, account of new bridges, - - -	\$10,000.00
Rebuilding Noank bridge No. 8, and new stone abutments, - - -	4,354.22
Rebuilding Wequetequock bridge No. 19, with iron and new stone abutments, - - -	14,996.69
Rebuilding Westerly bridge No. 21, with iron and new stone abutments, - - -	22,662.86
Rebuilding Taylor's bridge No. 25, with iron and new stone abutments, on account, - - -	4,573.83
Rebuilding Ennis Curve bridge, No. 26, with iron and new stone abutments, on account, - - -	6,909.02
Rebuilding Crandall's bridge No. 28, with iron and new stone abutments, on account, - - -	4,595.76
Rebuilding Carolina bridge No. 29, with iron and new stone abutments, - - -	17,147.47
Rebuilding Kenyon's Mill bridge No. 32, with iron and stone abutments, on account, - - -	2,017.31

Rebuilding overhead bridge No. 106, Hiscox road,	\$500.00
Rebuilding Eddy Street bridge No. 131, Providence,	800.00
Rebuilding ———— bridge No. 162, P. V.	
branch,                   -       -       -       -	1,400.00
Total,                   -       -       -       -	\$89,957.16

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,                   -	\$95,380.91
Bills and accounts receivable at date of last report,	109,945.61
Material on hand,                   -       -       -	115,406.69
From gross earnings, as stated,                   -	1,303,169.25
From four dividends of the Providence & Stoning-	
ton Steamship Company,                   -	84,334.36
From stock subscriptions, issue of 1888,           -	980,199.00
Total,                   -       -       -	\$2,688,435.82

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, as stated,                   -	\$964,823.44
For taxes,                   -       -       -	39,527.73
For interest, balance of account,                   -	82,813.63
For dividends (number, four, rate per cent. $2\frac{1}{2}$ ),   -	300,000.00
Dates when paid:	
November 10, 1887; February 10, 1888; May	
10, 1888; August 10, 1888.	
For construction, Providence to Stonington,           -	124,995.85
For construction, Stonington to New London,           -	26,960.37
For construction, Warwick branch,                   -	9,585.48
For construction, Pawtuxet Valley Railroad,           -	3,861.71
For construction, Pontiac branch,                   -	600.84
For construction, Apponaug Railroad extension,       -	25.00
For construction at Harbor Junction Wharf,           -	4,232.83
For construction Thames River bridge,               -	176,162.77
For real estate at New London and Groton,           -	138,633.73
For real estate at Providence,                   -	149,454.60
For new capital stock of Providence & Stonington	
Steamship Company,                   -	153,300.00
For bills and accounts receivable this date,           -	59,427.41
Material on hand,                   -       -       -	116,400.99
Cash on hand to balance,                   -	337,629.44
Total,                   -       -       -	\$2,688,435.82



## GENERAL BALANCE-SHEET.

*Assets.*

Cost of road and equipment,	-	-	-	\$3,521,350.04
Extension — Stonington to New London,	-	-	-	573,263.75
Warwick branch,	-	-	-	80,637.67
Pontiac branch,	-	-	-	71,277.59
Harbor Junction Wharf,	-	-	-	70,279.08
Pawtuxet Valley Railroad (construction account),	-	-	-	12,121.45
Apponaug Railroad (construction account),	-	-	-	115.00
Real estate,	-	-	-	220,266.20
Ferry boats, "Thames River," "Groton,"	-	-	-	157,140.01
Pintsch Gas Works,	-	-	-	16,288.21
Proportion of Wagner drawing and sleeping cars,	-	-	-	32,659.68
Stock Providence & Stonington Steamship Co.,	-	-	-	958,200.00
Stock Narraganset Pier Railroad Co.,	-	-	-	15,000.00
Stock Wood River Branch Railroad Co.,	-	-	-	20,000.00
Real estate — New London and Groton,	-	-	-	148,883.73
Thames River bridge (construction),	-	-	-	176,162.77
Material and supplies on hand,	-	-	-	116,400.99
Bills and accounts receivable,	-	-	-	59,427.41
Cash on hand to balance,	-	-	-	337,629.44
Total,	-	-	-	\$6,587,103.02

*Liabilities.*

Capital stock,	-	-	-	\$3,000,000.00
Receipts, account new capital stock,	-	-	-	980,199.00
Bonds due 1899,	-	-	-	1,000,000.00
Bonds due 1901,	-	-	-	300,000.00
Profit and loss,	-	-	-	1,306,904.02
Total,	-	-	-	\$6,587,103.02

PRESENT OR CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE-SHEET.

Bonds guaranteed by this company, or a lien on its

road, P. V. R. R. Co., - - - - \$160,000.00

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$4,000,000.00
Capital stock authorized by vote of company,	-	-	4,000,000.00
Capital stock issued, viz.:			
30,000 full shares of \$100 each,	-	-	3,000,000.00
Stock issued for cash,	-	-	3,000,000.00
Amount of stock held in Connecticut,	-	-	87,400.00
Number of stockholders residing in Connecticut,	-	-	22
Whole number of stockholders,	-	-	641

## BONDS OR FUNDED DEBT.

First mortgage, due 1899, rate of interest, 7 per cent.,	1,000,000.00
Interest paid to July 1, 1888.	
First mortgage due 1901; rate of interest, 4 per cent.,	300,000.00
Interest paid to April 1, 1888.	
P. V. R. R. Co's Bonds guaranteed by N. Y., P. & B. R. R. Co.; first mortgage due, 1893; rate 7 per cent; paid to July 1, 1888,	100,000.00
First mortgage bonds Pontiac to River Point, and second mortgage bonds River Point to Hope, due 1900; rate 6 per cent.; paid to April 1, 1888,	60,000.00

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From Stonington, Conn., to Providence, R. I. November 10, 1837.

From Stonington, Conn., to Groton, Conn., with ferry to New London, December 1, 1858.

	In Conn.	Total.
Length of main line from Groton, Conn., to Providence, R. I.,	17.00m.	62.50m.
Length of branch from Auburn, R. I., to Henderson Street,		3.58m.

	In Conn.	Total.
Length of Warwick branch, Auburn, R. I., to Buttonwoods, R. I., - - -		9.90m.
Length of Pontiac branch, Auburn, R. I., to Pontiac, R. I., - - -		4.69m.
Length of all branches, - - -		18.17m.
Length of road (main line and branches), owned by the company, - - -	17.00m.	80.67m.
Length of double track road (in main line),	10.98m.	54.98m.
Length of sidings, or other tracks not in- cluded above, - - - -	5.45m.	17.26m.
Length of track of road, including branches and sidings, in single track miles, -	33.43m.	152.91m.
Length of track laid with steel rails (weight per yard, 60, 72, 76 lbs.), - - -	29.98m.	144.84m.
Weight per yard of iron rails in branches, 50, 60 lbs.		
Miles of track laid with steel rails during the year (No. of tons, 880; weight per yard, 60 lbs.; cost, \$22,000.00), -		9.27m.
Number of new ties put in track during the year (cost \$36,117.13), - - -		77,140
Aggregate length of wooden bridges, in feet,	1,060	1,660
Number of spans of 25 feet or over, -	8	12
Aggregate length of iron bridges, in feet, -	378.25	1,383.75
Number of spans of 25 feet or over (iron),	4	15
Aggregate length of stone arch bridges, in feet,		350
Number of highway crossings over the track,	2	24
Number of highway crossings under the track,	2	8
Number of highway crossings at grade, -	17	46
Number of highway crossings at grade, with gates, - - - -	6	19
Number of highway crossings at grade, with flagmen, - - - -	7	17
Number of highway crossings at grade, with electric signals, - - -	4	7
Name, termini, and length of each road operated by this company under lease or contract,—		
Pawtuxet Valley R. R.; Hope, R. I., to Pontiac, R. I., - - -		5.67



	In Conn.	Total.
Length of all roads operated by this company, - - - - -	17.00m.	86.34m.
Number of stations on main line, - - - - -	8	30
Number of stations on branches, - - - - -		19
Number of stations on leased lines, - - - - -		9

## EQUIPMENT.

Number of locomotives (not including switching engines), - - - - -	33
Average weight of same, including tender, water, and fuel, - - - - -	61 tons.
Number of switching engines, - - - - -	2
Number of passenger cars, - - - - -	58
Number of baggage and mail cars, - - - - -	12
Number of merchandise cars, - - - - -	198
Number of coal, gravel, and other cars, - - - - -	257
Number of locomotives equipped with train brakes, - - - - -	33
Number of cars equipped with train brakes, - - - - -	84
Name of brake, - - - - -	Westinghouse.
Number of passenger train cars with patent platform, buffer, and coupler, - - - - -	73
Name of patent, - - - - -	Miller.
Name of system of lighting and heating in use upon the passenger cars of your road (see Chapter "Pintsch" gas. XC, Public Acts of 1887), - - - - -	Lighting, Heating, Wilder & Martin.
Number of baggage flats for steamboat train, - - - - -	3
Proportion of 8 boat line passenger cars.	
Proportion of 1 boat line baggage car.	
Proportion of 2 boat line baggage flat cars.	
Proportion of 8 Shore Line sleeping cars.	
Proportion of 16 Shore Line drawing-room cars.	
Proportion of 22 Shore Line passenger cars.	
Proportion of 7 Shore Line baggage cars.	
Proportion of 1 Shore Line dining car.	
Proportion of 2 Shore Line postal cars.	
Number of freight train cars with patent platform and buffer, - - - - -	11

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on roads operated by this company, excluding season ticket passengers, - - -	.02
Average rate per mile for season ticket passengers, reckoning one round trip per day to each ticket, - - -	.0083
Average rate of fare per mile from all passengers, - - -	.0191
Total number of passengers carried, - - -	1,929,956
Passenger mileage, or passengers carried one mile, - - -	36,556,408
Miles run by passenger trains, - - -	614,295
Miles run by freight trains, - - -	191,943
Miles run by all other trains, - - -	163,084
Total miles run, - - -	969,322
Total number of tons of freight carried, - - -	498,625
Freight mileage, or tons carried one mile, - - -	20,189,564
Average rate of freight per ton per mile, - - -	.026
Number of men employed in operating road, including officers, - - -	974

## ACCIDENTS.

## STATEMENT OF EACH ACCIDENT IN DETAIL IN CONNECTICUT.

1888.

Jan. 21. Michael McVeigh, who was walking the track just west of Westerly station, was struck by the east bound Shore Line express, and knocked into the river. The remains were delivered to friends when found, a day or two afterwards. The man was somewhat deaf, and probably did not hear the train.

Feb. 8. Frank and Thomas Carland, brothers, were walking on the track near West Mystic station, and were struck by the evening New York express. In stepping out of the way of one train, they stepped directly in front of the other.

## OFFICERS.

*President*, SAMUEL D. BABCOCK, 32 Nassau St., N. Y. City.

*Vice-President*, GEORGE M. MILLER, New York City.

*General Manager*, JACOB W. MILLER, New York City.

*Secretary*, } A. R. LONGLEY, JR., Stonington, Conn.  
*Treasurer*, }

*Superintendent*, J. B. GARDINER, Providence, R. I.

*Auditor*, O. W. COOKE, Providence, R. I.

*General Ticket Agent*, O. H. BRIGGS, Providence, R. I.

*General Freight Agent*, J. W. WILLIAMS, Providence, R. I.

## BOARD OF DIRECTORS.

SAMUEL D. BABCOCK, New York City.

GEORGE M. MILLER, New York City.

NATHAN F. DIXON, Westerly, R. I.

ROBERT KNIGHT, Providence, R. I.

HENRY C. ROBINSON, Hartford, Conn.

GEO. PEABODY WETMORE, Newport, R. I.

JOHN L. RIKER, New York City.

BENJ. N. LAPHAM, Providence, R. I.

J. WALTER WOOD, South Orange, N. J.

J. PIERPONT MORGAN, New York City.

GEORGE G. HAVEN, New York City.

Attest, S. D. BABCOCK, *President*.

Attest, A. R. LONGLEY, JR., *Treasurer*.

STATE OF NEW YORK, }  
 COUNTY OF NEW YORK, }

November 13, 1888.

Then personally appeared Samuel D. Babcock, President of the New York, Providence & Boston Railroad Company, and made solemn oath that he verily believed the foregoing return by him subscribed to be true and correct.

Before me,

W. T. DANIEL,

*Notary Public for King's County, certificate filed in N. Y. Co., N. Y.*



STATE OF CONNECTICUT, }  
COUNTY OF NEW LONDON, }

November 14, 1888.

Then personally appeared A. R. Longley, Jr., Treasurer of the New York, Providence & Boston Railroad Company, and made solemn oath that he verily believed the foregoing return by him subscribed to be true and correct.

D. B. SPALDING,  
*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

NEW YORK, PROVIDENCE & BOSTON RAILROAD  
COMPANY,

Stonington, Conn.

# NORWICH & WORCESTER RAILROAD.

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*Return of the Norwich & Worcester Railroad Company, for the year  
ending September 30, 1888.*

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[Earnings and expenses included in return of New York & New England R. R. Co., lessees.]

## TOTAL RECEIPTS AND EXPENDITURES.

### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	-	-	\$4,839.36
Bills and accounts receivable at date of last report,			85,454.95
From New York & New England R. R. Co., for dividends, interest, taxes, and corporation expenses,			327,450.02
Notes payable increased,	-	-	233,179.68
Coupons increased,	-	-	22,000.00
Total,	-	-	\$672,924.01

### STATEMENT OF TOTAL EXPENDITURES.

For taxes,	-	-	\$50,352.56
For interest,	-	-	24,000.00
For dividends (number, 2; rate per cent., 8 per cent. per annum),	-	-	207,824.00
Dates when paid:			
January 5th, and July 10th.			
New freight station at Worcester, Mass.,	-	-	219,259.62
Franklin Street bridge, Worcester, Mass.,	-	-	2,810.98
Accounts payable decreased,	-	-	1,495.90
Bills and accounts receivable this date,	-	-	106,366.70
Cash on hand to balance,	-	-	15,540.79
Total,	-	-	\$672,924.01

## GENERAL BALANCE-SHEET.

### *Assets.*

Cost of road,	-	-	\$3,569,277.95
Cost of equipment,	-	-	179,750.67

1889.]

## NORWICH &amp; WORCESTER RAILROAD.

401

Lands in Massachusetts and Connecticut, -	-	\$3,107.08
Stock of Norwich & New York Trans. Company, -	-	270,000.00
Materials on hand and cash transferred to N. Y. & N. E. Railroad Company, -	-	42,478.62
Accounts receivable, -	-	79,616.70
Debit balances, -	-	26,750.00
Cash (Norwich & Worcester), -	-	15,540.79
Total, -	-	\$4,186,521.81

*Liabilities.*

Capital stock, -	-	\$2,604,400.00
Funded debt, -	-	400,000.00
Bills payable, -	-	315,679.68
Accounts payable, -	-	69,274.67
Dividends unpaid, -	-	3,023.00
Coupons unpaid, as per books, -	-	36,750.00
Profit and loss, -	-	757,394.46
Total, -	-	\$4,186,521.81

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter, -	-	\$3,825,000.00
Capital stock authorized by vote of Company, -	-	3,825,000.00
Capital stock issued, viz.:		
* 26,044 full shares of \$100 each, -	-	2,604,400.00
Stock issued for cash, -	-	2,604,400.00
66 shares old stock not presented for years to be converted into preferred stock and on which no dividends are paid.		
Amount of stock held in Connecticut, -	-	89,400.00
Number of stockholders residing in Connecticut, -	-	35
Whole number of stockholders, -	-	793

* Stock on which dividends are paid, -	-	25,978 shares.
Stock on which dividends are not paid, -	-	66 "

26,044



## BONDS OR FUNDED DEBT.

First mortgage, due March 1, 1897; rate of interest,  
6 per cent., - - - - - \$400,000.00

Interest paid to September, 1888.

Bonds of the Norwich & New York Transportation  
Company to the amount of \$200,000.00 indorsed  
by treasurer of the Norwich & Worcester Rail-  
road Company by vote of its board.

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were  
opened for use, viz.:

From Norwich, Conn., to Worcester, Mass.,  
March, 1840.

	In Conn.	Total.
Length of main line from Allyn's Point, Conn., to Worcester, Mass., including connection at Norwich with N. L. N. Railroad, - - - - -	47.92m.	66.16m.
Length of road (main line and branch) owned by the company, - - - - -	47.92m.	66.16m.
Length of sidings, or other tracks not in- cluded above, - - - - -	13.40m.	21.00m.
Length of track of road, including branch and sidings, in single track miles, -	61.32m.	87.16m.
Length of track laid with steel rails, -	41.25m.	59.75m.
Aggregate length of wooden bridges, in feet, - - - - -	1,886½	2,227¼
Number of spans of 25 feet or over, -	16	23
Aggregate length of iron bridges, in feet, -	654.3	1,027
Number of spans of 25 feet or over, -	6	12
Aggregate length of stone arch bridges, in feet, - - - - -	400	514
Number of highway crossings over the track, - - - - -	5	7
Number of highway crossings under the track, - - - - -	2	7
Number of highway crossings at grade, -	34	63
Number of highway crossings at grade, with gates, - - - - -	2	9

	In Conn.	Total.
Number of highway crossings at grade, with flagmen, - - - -	2	4
Number of highway crossings at grade, with electric signals, - - -	1	1
Number of railroads crossed at grade, and names of each, - - - -	2	4
N. Y. & N. E. at Plainfield and Putnam.		
Number of stations on main line, - -	15	24
Number of stations on branches, - -	1	1

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[Equipment, fares and freight, and accident reports, included in New York & New England report.]

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#### OFFICERS.

*President*, EDWARD L. DAVIS, Worcester, Mass.

*Secretary*, EDWARD T. CLAPP, Norwich, Conn.

*Treasurer*, EDWARD T. CLAPP, Norwich, Conn.

*Superintendent*, P. ST. M. ANDREWS, Norwich, Conn.

*General Freight Agent*, GEO. A. HARRIS, Norwich, Conn.

#### BOARD OF DIRECTORS.

EDWARD L. DAVIS, Worcester, Mass.

THOMAS B. EATON, Worcester, Mass.

SAMUEL WOODWARD, Worcester, Mass.

JONAH H. CLARKE, Worcester, Mass.

FRANCIS H. DEWEY, Worcester, Mass.

W. BAYARD CUTTING, New York, N. Y.

LORENZO BLACKSTONE, Norwich, Conn.

WILLIAM A. SLATER, Norwich, Conn.

GEORGE H. BALL, Boston, Mass.

Attest, EDWARD L. DAVIS, *President*.

Attest, EDWARD T. CLAPP, *Treasurer*.

STATE OF CONNECTICUT, }  
COUNTY OF NEW LONDON. }

NORWICH, Nov. 15, 1888.

Then personally appeared Edward T. Clapp, Treasurer of the Norwich & Worcester Railroad Company, and made solemn oath that he verily believed the foregoing return by him subscribed to be true and correct.

Before me,

IRA L. PECK,  
*Notary Public.*

COMMONWEALTH OF MASSACHUSETTS, }  
COUNTY OF WORCESTER. } WORCESTER, Nov. 21, 1888.

Then personally appeared Edward L. Davis, President of the Norwich & Worcester Railroad Company, and made solemn oath that he verily believed the foregoing return by him subscribed to be true and correct.

Before me,

GEO. E. SMITH,  
*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,  
Norwich, Conn.



# RIDGEFIELD & NEW YORK RAILROAD.

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*Return of the Ridgefield & New York Railroad Company, for the year  
ending September 30, 1888.*

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## GENERAL BALANCE-SHEET.

### *Assets.*

Cost of grading and masonry,	-	-	-	\$154,776.84
Cost of engineering expenses,	-	-	-	15,095.09
Cost of land damages,	-	-	-	15,980.50
Cost of contingent expenses,	-	-	-	28,597.57
Total,	-	-	-	\$214,450.00

### *Liabilities.*

Cash from stock subscriptions,	-	-	-	\$200,150.00
Cash from stock of delinquent subscribers sold at auction and part paid stock,	-	-	-	14,300.00
Total,	-	-	-	\$214,450.00

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## GENERAL INFORMATION.

### CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$1,250,000.00
Capital stock authorized by vote of company,	-	-	1,250,000.00
Capital stock issued, viz.:			
4,931 full shares of \$50 each,	-	-	246,550.00
Stock issued for cash,	-	-	200,150.00
Stock issued for shares of delinquent subscribers sold at auction,	-	-	46,400.00
Amount of stock held in Connecticut,	-	-	99,150.00
Number of stockholders residing in Connecticut,	-	-	40
Whole number of stockholders,	-	-	88

DESCRIPTION OF ROAD.		In Conn.	Total.
Length of main line from Port Chester, N. Y., to Danbury, Conn., - -		23.10m.	30.45m.

### OFFICERS.

*President*, ELLWOOD BURDSALL, Port Chester, N. Y.

*Vice-President*, WILLIAM J. MEAD, Greenwich, Conn.

*Secretary*, HIRAM K. SCOTT, Ridgefield, Conn.

*Treasurer*, HIRAM K. SCOTT, Ridgefield, Conn.

### BOARD OF DIRECTORS.

ELLWOOD BURDSALL, Port Chester, N. Y.

WILLIAM P. ABENDROTH, Port Chester, N. Y.

WILLIAM J. MEAD, Greenwich, Conn.

HANFORD LOCKWOOD, Greenwich, Conn.

SETH S. COOK, Long Ridge, Conn.

PETER P. COWEN, Ridgefield, Conn.

DANIEL L. ADAMS, New Haven, Conn.

HIRAM K. SCOTT, Ridgefield, Conn.

GEORGE W. QUINTARD, Port Chester, N. Y.

Attest, ELLWOOD BURDSALL, *President*.

Attest, HIRAM K. SCOTT, *Treasurer*.

STATE OF CONNECTICUT, }  
COUNTY OF FAIRFIELD. }

GREENWICH, Nov. 3, 1888.

Then personally appeared Ellwood Burdsall, President of the Ridgefield & New York Railroad Company, and made solemn oath that he verily believed the foregoing return by him subscribed to be true and correct.

Before me,

JOSEPH H. MARSHALL,

*Notary Public.*

Post-office address,

Port Chester, N. Y.

STATE OF CONNECTICUT,      }  
COUNTY OF FAIRFIELD, } ss.   RIDGEFIELD, Nov. 5, 1888.

Then personally appeared Hiram K. Scott, Treasurer of the Ridgefield & New York Railroad Company, and made oath that he verily believed the foregoing return by him subscribed to be true and correct.

Before me,

D. SMITH SHOLES,  
*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

RIDGEFIELD & NEW YORK RAILROAD COMPANY,  
Ridgefield, Conn.



# ROCKVILLE RAILROAD COMPANY.

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*Return of the Rockville Railroad Company for the year ending  
September 30, 1888.*

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[For answers to questions not given by this company, reference may be had to the report of New York & New England Railroad Company, to whom this company's line is leased.

J. C. HAMMOND, JR.]

## TOTAL RECEIPTS AND EXPENDITURES.

### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	-	-	\$511.67
From lease, -	-	-	4,481.87
Total,	-	-	<u>\$4,993.54</u>

### STATEMENT OF TOTAL EXPENDITURES.

For salaries and labor,	-	-	\$400.00
For interest,	-	-	1,005.00
For dividends (number two, on preferred stock, rate per cent. 3),	-	-	2,400.00
Dates when paid, Jan. 1st, and July 1st.			
For printing, etc.,	-	-	66.25
Cash on hand to balance,	-	-	1,122.29
Total,	-	-	<u>\$4,993.54</u>

## GENERAL BALANCE-SHEET.

	<i>Assets.</i>				
Construction,	-	-	-	-	\$144,247.66
Equipment, -	-	-	-	-	25,857.99



Aggregate length of wooden bridges, in feet, -	66
Number of spans of 25 feet or over, -	1
Number of highway crossings over the track, -	2
Number of highway crossings at grade, -	6
Number of railroads crossed at grade, and names of each, Conn. Central at West St., -	1
Number of stations on main line, -	4

## EQUIPMENT.

Number of passenger cars, -	2
Number of baggage and mail cars, -	1
Number of cars equipped with train brakes, -	3
Name of brake, -	Westinghouse.
Number of passenger train cars with patent plat- form, buffer, and coupler, -	2
Name of patent, -	Miller.

## OFFICERS.

*President*, GEORGE MAXWELL, Rockville, Conn.  
*Vice-President*, J. C. HAMMOND, JR., Rockville, Conn.  
*Treasurer*, J. C. HAMMOND, JR., Rockville, Conn.  
*Auditor*, E. I. SMITH, Rockville, Conn.

## BOARD OF DIRECTORS.

GEO. MAXWELL, Rockville, Conn.  
H. L. JAMES, Rockville, Conn.  
C. FITTON, Rockville, Conn.  
GEO. TALCOTT, Rockville, Conn.  
WM. BUTLER, Rockville, Conn.  
L. A. CORBIN, Rockville, Conn.  
A. P. HAMMOND, Rockville, Conn.  
H. C. JUDD, Hartford, Conn.  
J. C. HAMMOND, JR., Rockville, Conn.

Attest, GEO. MAXWELL, *President*.  
Attest, J. C. HAMMOND, JR., *Treasurer*.



STATE OF CONNECTICUT, {  
COUNTY OF TOLLAND, }

November 9, 1888.

Then personally appeared George Maxwell, President, and J. C. Hammond, Jr., Treasurer, of the Rockville Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

E. C. CHAPMAN,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

ROCKVILLE RAILROAD COMPANY,

Rockville, Conn.

# SHEPAUG, LITCHFIELD & NORTHERN RAILROAD.

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*Return of the Shepaug, Litchfield & Northern Railroad Company,  
for the year ending September 30, 1888.*

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## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	-	-	-	\$17,267.57
From freight transportation,	-	-	-	49,818.74
From United States mails,	-	-	-	1,635.48
From express,	-	-	-	1,400.00
From rents,	-	-	-	162.50
From telegraph,	-	-	-	114.51
Total gross earnings,	-	-	-	\$70,398.80

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	-	-	\$23,625.77
For repairs of bridges,	-	-	723.14
For repairs of fences,	-	-	502.02
For repairs of buildings and fixtures,	-	-	558.21
For repairs of locomotives,	-	-	2,621.77
For repairs of cars,	-	-	3,054.76
For repairs of machinery and tools,	-	-	171.35
For salaries and labor, not included above,	-	-	15,310.55
For fuel for locomotives and cars:			
1,465 tons of coal,	-	\$7,305.65	
11½ cords of wood,	-	27.50—	7,333.15
For fuel for stations and shops:			
45 tons of coal,	-	\$410.71	
4 cords of wood,	-	11.25—	421.96
For oil and waste,	-	-	338.65

1889.] SHEPAUG, LITCHFIELD & NORTHERN RAILROAD. 413

For damages, losses, and gratuities, to property, -	\$135.95
For insurance, - - - - -	262.87
For car service, - - - - -	1,253.75
For stationery, advertising, and printing, - -	266.81
For land and land damages, - - - - -	118.25
Total operating expenses, - - - - -	<u>\$56,698.96</u>
Net earnings, - - - - -	<u>\$13,699.84</u>

TOTAL RECEIPTS AND EXPENDITURES.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report, - - -	\$4,445.59
Bills and accounts receivable at date of last report, -	5,683.15
From gross earnings as stated, - - - - -	70,398.80
Total, - - - - -	<u>\$80,527.54</u>

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, as stated, - - - - -	\$56,698.96
For taxes, - - - - -	700.00
For interest, - - - - -	631.98
For 1 new engine-house and 2 new turn-tables, -	7,033.85
For 20 new flat cars, - - - - -	7,408.31
For materials on hand, - - - - -	4,620.00
Bills and accounts receivable this date, - -	2,861.72
Cash on hand to balance, - - - - -	572.72
Total, - - - - -	<u>\$80,527.54</u>

GENERAL BALANCE-SHEET.

*Assets.*

Construction account, - - - - -	\$585,033.85
Equipment account, - - - - -	33,408.31
Materials on hand, - - - - -	4,620.00
Accounts receivable, - - - - -	2,861.72
Cash on hand, - - - - -	572.72
Total, - - - - -	<u>\$626,496.60</u>



*Liabilities.*

Capital stock,	-	-	-	-	\$600,000.00
Bills payable,	-	-	-	-	10,000.00
Profit and loss,	-	-	-	-	16,496.60
Total,	-	-	-	-	\$626,496.60

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$600,000.00
Capital stock authorized by vote of company,	-	-	600,000.00
Capital stock issued, viz.:			
11,835 full shares of \$50 each,	-	-	591,750.00
Shares not issued:			
For 1st mortgage bonds Shepaug Valley Railroad Company (\$5,500.00) entitling holders to 165 shares S., L. & N. (\$8,250.00).			
Stock issued for bonds,	-	-	591,750.00
Amount of stock held in Connecticut,	-	-	553,500.00
Number of stockholders residing in Connecticut,	-	-	88
Whole number of stockholders,	-	-	100

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From Litchfield to Hawleyville, Jan. 1, 1872.	
Length of main line from Litchfield to Hawleyville,	32.28m.
Length of road (main line) owned by the company,	32.28m.
Length of sidings, or other tracks not included above,	3.05m.
Length of track of road, including sidings, in single track miles,	35.33m.
Length of track laid with steel rails (weight per yard, 56 and 70 lbs.),	17.44m.
Weight per yard of iron rails in main line, 56 and 70 lbs.	
Miles of track laid with steel rails during the year (No. of tons, 300; weight per yard, 56 lbs.; cost, \$11,320.93),	3.40m.

1889.] SHEPAUG, LITCHFIELD & NORTHERN RAILROAD. 415

Number of new ties put in track during the year	
(cost, \$2,904.29), - - - - -	8,495
Aggregate length of wooden bridges, in feet, -	762
Number of spans of 25 feet or over, - -	1
Aggregate length of iron bridges, in feet, -	773
Number of spans of 25 feet or over, - -	7
Aggregate length of stone arch bridges, in feet, -	67
Number of highway crossings over the track, -	1
Number of highway crossings under the track, -	2
Number of highway crossings at grade, - -	37
Number of railroads crossed at grade, and names	
of each, - - - - -	2
New York & New England, and Housatonic.	
Length of all roads operated by this company, -	32.28m.
Number of stations on main line, - - -	12

EQUIPMENT.

Number of locomotives (not including switching engines), - - - - -	3
Average weight of same, including tender, water, and fuel (in tons), - - - -	50
Number of passenger cars, - - - -	1
Number of baggage and mail cars, - - -	3
Number of merchandise cars, - - - -	5
Number of coal, gravel, and other cars, - -	39
Number of locomotives equipped with train brakes,	3
Number of cars equipped with train brakes, -	4
Name of brake, - - - - -	Eames' Vacuum.
Number of passenger train cars with patent platform, buffer, and coupler, - - - -	3
Name of patent, - - - - -	Miller.
Name of system of lighting and heating in use upon the passenger cars of your road (see Chapter XC, Public Acts of 1887):	

Kerosene oil, 300° test; coal stoves, Chilton  
Railway Car Stove Patent.

FARES, FREIGHT, ETC.

Average rate per mile received from passengers on roads operated by this company, excluding season ticket passengers, - - - -	.04
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Average rate of fare per mile from all passengers,	.04
Total number of passengers carried, - -	22,561
Passenger mileage, or passengers carried one mile,	429,421
Miles run by passenger trains, - - -	28,720
Miles run by freight trains, - - -	32,246
Miles run by all other trains, - - -	4,651
Total miles run, - - - - -	65,617
Total number of tons of freight carried, - -	56,216
Freight mileage, or tons carried one mile, - -	1,026,907
Average rate of freight per ton per mile, - -	.0486
Number of men employed in operating road, including officers, - - - - -	70

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#### OFFICERS.

*President*, EDWIN McNEILL, Hartford, Conn.

*Vice-President*, J. DEMING PERKINS, Litchfield, Conn.

*Secretary*, WILLIAM DEMING, Litchfield, Conn.

*Treasurer*, CHARLES H. COIT, Litchfield, Conn.

*Superintendent*, ALEXANDER McNEILL, Litchfield, Conn.

*Auditors*, WM. DEMING, Litchfield, Conn.

E. McNEILL, Hartford, Conn.

*Chief Clerk*, ROBERT T. BIRD, Litchfield, Conn.

*General Ticket Agent*, ALEXANDER McNEILL, Litchfield, Conn.

*General Freight Agent*, ALEXANDER McNEILL, Litchfield, Conn.

#### BOARD OF DIRECTORS.

HENRY W. BUEL, Litchfield, Conn.

WILLIAM DEMING, Litchfield, Conn.

ALBERT L. HODGE, Roxbury Station, Conn.

EDWIN McNEILL, Hartford, Conn.

ALEXANDER McNEILL, Litchfield, Conn.

J. DEMING PERKINS, Litchfield, Conn.

LEVERETT W. WESSELLS, Litchfield, Conn.

CHARLES H. COIT, Litchfield, Conn.

Attest, EDWIN McNEILL, *President*.

Attest, CHAS. H. COIT, *Treasurer*.



STATE OF CONNECTICUT, }  
COUNTY OF LITCHFIELD. }

November 14, 1888.

Then personally appeared E. McNeill, President, and Chas. H. Coit, Treasurer, of the Shepaug, Litchfield & Northern Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

WM. E. JONES,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

THE SHEPAUG, LITCHFIELD & NORTHERN RAILROAD  
COMPANY,

Litchfield, Conn.

# SHORE LINE RAILWAY, AS LESSOR.

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*Return of the Shore Line Railway Company, for the year ending  
September 30, 1888.*

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## TOTAL RECEIPTS AND EXPENDITURES AS LESSOR.

### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	-	-	\$4,400.42
From New York, New Haven & Hartford Railroad Company for rent of road,	-	-	100,000.00
Total,	-	-	\$104,400.42

### STATEMENT OF TOTAL EXPENDITURES.

For taxes,	-	-	-	-	17,000.00
For interest,	-	-	-	-	9,060.38
For dividends (number, two; rate per cent., 3.20 and 4),	-	-	-	-	72,000.00
Dates when paid, Jan. 5th, 3.20, and July 5th, 4 per share.					
For stationery, etc.,	-	-	-	-	15.92
Treasurer's salary,	-	-	-	-	400.00
Cash on hand to balance,	-	-	-	-	5,924.12
Total,	-	-	-	-	\$104,400.42

## GENERAL BALANCE-SHEET AS LESSOR.

	<i>Assets.</i>				
Construction account,	-	-	-	-	\$1,169,496.10
Profit and loss,	-	-	-	-	24,579.78
Cash,	-	-	-	-	5,924.12
Total,	-	-	-	-	\$1,200,000.00

*Liabilities.*

Capital stock,	-	-	-	-	-	\$1,000,000.00
Funded debt,	-	-	-	-	-	200,000.00
Total,	-	-	-	-	-	<u>\$1,200,000.00</u>

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$1,000,000.00
Capital stock authorized by vote of company,	-	-	1,000,000.00
Capital stock issued, viz.:			
10,000 full shares of \$100 each,			1,000,000.00
Stock issued for cash,	-	-	62,845.20
Stock issued for bonds,	-	-	678,125.00
Stock issued for increased valuation of road, or equipment, or both,	-	-	259,029.80
Amount of stock held in Connecticut,	-	-	688,900.00
Number of stockholders residing in Connecticut,	-	-	198
Whole number of stockholders,	-	-	244

## BONDS OR FUNDED DEBT.

First mortgage, due 1910, rate of interest, $4\frac{1}{2}$ per cent.; interest paid to September 1, 1888,	-	\$200,000.00
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## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From New Haven to New London, July 22,  
1852.

Length of main line from New Haven to New London,	-	-	-	-	48.53 m.
Length of road (main line) owned by the company,					48.53 m.
Length of double-track road (in main line),	-				.97 m.
Length of sidings or other tracks not in- cluded above,	-	-	-	-	10.99 m.
Length of track of road, including sid- ings, in single track miles,	-	-	-	-	60.49 m.



Length of track laid with steel rails (weight per yard, 60 and 70 lbs.),	49.50 m.
Number of new ties put in track during the year (cost \$8,454.92),	19,418
Aggregate length of wooden bridges, in feet,	10,554
Number of spans of 25 feet or over,	28
Aggregate length of iron bridges, in feet,	1,049
Number of spans of 25 feet or over,	14
Aggregate length of stone and brick arches, in feet,	75
Number of highway crossings over the track,	14
Number of highway crossings under the track,	13
Number of highway crossings at grade,	65
Number of highway crossings at grade with electric signals,	1
Number of railroads crossed at grade, and names of each, (Hartford & Connecticut Valley),	1
Number of stations on main line,	26

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#### OFFICERS.

*President*, SIMEON B. CHITTENDEN, New York.

*Vice-President*, EZEKIEL H. TROWBRIDGE, New Haven.

*Secretary*, WILBUR F. DAY, New Haven.

*Treasurer*, WILBUR F. DAY, New Haven.

*Superintendent*, E. G. ALLEN, New Haven.

#### BOARD OF DIRECTORS.

SIMEON B. CHITTENDEN, New York.

CHARLES G. LANDON, New York.

EZEKIEL H. TROWBRIDGE, New Haven.

HENRY L. HOTCHKISS, New Haven.

WILLIAM T. BARTLETT, New Haven.

ARTHUR D. OSBORNE, New Haven.

WILBUR F. DAY, New Haven.

Attest: E. H. TROWBRIDGE, *Vice-President*.

Attest: WILBUR F. DAY, *Treasurer*.

STATE OF CONNECTICUT, }  
COUNTY OF NEW HAVEN, }

October 26, 1888.

Then personally appeared E. H. Trowbridge, Vice-President, and Wilbur F. Day, Treasurer, of the Shore Line Railway Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

ROBERT I. COUCH,

*Notary Public.*

PROPER ADDRESS OF THE COMPANY.

SHORE LINE RAILWAY,

WILBUR F. DAY, TREASURER,

New Haven, Conn.

# SOUTH MANCHESTER RAILROAD COMPANY.

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*Return of the South Manchester Railroad Company, for the year ending  
September 30, 1888.*

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## EARNINGS AND EXPENSES.

### STATEMENT OF GROSS EARNINGS.

From passenger transportation,	.	.	.	\$10,032.82
From freight transportation,	.	.	.	6,913.68
From express,	.	.	.	50.04
Total gross earnings,	.	.	.	<u>\$16,996.54</u>

### STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	.	.	.	\$5,286.51
For repairs of fences,	.	.	.	324.54
For repairs of buildings and fixtures,	.	.	.	2,345.08
For repairs of locomotives,	.	.	.	2,016.11
For repairs of cars,	.	.	.	781.11
For repairs of machinery and tools,	.	.	.	628.85
For salaries and labor not included above,	.	.	.	6,084.45
For fuel for locomotives and cars,	.	.	.	1,397.23
For fuel for stations and shops,	.	.	.	181.53
For oil and waste,	.	.	.	231.51
For damages, losses, and gratuities, to persons,	.	.	.	31.00
For insurance,	.	.	.	70.50
For stationery, etc.,	.	.	.	341.26
Total operating expenses,	.	.	.	<u>\$19,719.68</u>
Net deficit,	.	.	.	<u>2,723.14</u>

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## TOTAL RECEIPTS AND EXPENDITURES.

## STATEMENT OF RECEIPTS FROM ALL SOURCES.

From gross earnings, as stated,	-	-	-	\$16,996.54
From increase of floating debt,	-	-	-	13,450.27
Total,	-	-	-	<u>\$30,446.81</u>

## STATEMENT OF TOTAL EXPENDITURES.

For operating expenses, as stated,	-	-	-	19,719.68
For taxes,	-	-	-	232.10
Hilliard St. Bridge,	-	-	-	4,921.85
Center St. Bridge,	-	-	-	3,016.66
New siding,	-	-	-	988.78
For increase of inventory,	-	-	-	1,567.74
Total,	-	-	-	<u>\$30,446.81</u>

## GENERAL BALANCE-SHEET.

*Assets.*

Construction account,	-	-	-	\$77,592.20
Equipment account,	-	-	-	21,123.72
Materials and supplies on hand,	-	-	-	4,536.61
Total,	-	-	-	<u>\$103,252.53</u>

*Liabilities.*

Capital stock,	-	-	-	\$40,000.00
Accounts payable,	-	-	-	26,660.76
Profit and loss,	-	-	-	36,591.77
Total,	-	-	-	<u>\$103,252.53</u>

## GENERAL INFORMATION.

## CAPITAL STOCK.

Capital stock authorized by charter,	-	\$40,000.00
Capital stock authorized by vote of company,	-	40,000.00

Capital stock issued, viz.:

400 full shares of \$100 each,	\$40,000.00
Stock issued for cash, - - - -	40,000.00
Amount of stock held in Connecticut, - -	40,000.00
Number of stockholders residing in Connecticut, -	9
Whole number of stockholders, - - - -	9

#### DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From South Manchester to Manchester,  
June, 1869.

Length of main line from South Manchester to Manchester, - - - -	2.25 m.
Length of road (main line) owned by the Company,	2.25 m.
Length of sidings, or other tracks not included above, - - - -	1.72 m.
Length of track of road, including sidings, in single track miles, - - - -	3.97 m.
Length of track laid with steel rails, - -	2.37 m.
Weight per yard of iron rails in main line, 56 lbs., in branches, 56 lbs.	
Miles of track laid with steel rails during the year (No. of tons, $10\frac{11}{2}\frac{29}{40}$ ; weight per yard, 56 lbs.; cost, \$420.00), - - - -	.12 m.
Number of new ties put in track during the year (cost, \$867.07), - - - -	2,628
Aggregate length of iron bridges, in feet, -	52
Number of highway crossings over the track, -	1
Number of highway crossings under the track, -	2
Number of highway crossings at grade, - -	3
Length of all roads operated by this Company, -	2.25 m.
Number of stations on main line, - - - -	2

#### EQUIPMENT.

Number of locomotives (not including switching engines), - - - -	2
Average weight of same, including tender, water, and fuel, - - - -	27 tons.

Number of passenger cars, - - - -	3
Number of locomotives equipped with train brakes,	2
Number of cars equipped with train brakes, -	3
Name of brake, - - - - Westinghouse Automatic.	
Number of passenger train cars with patent plat-	
form, buffer, and coupler, - - - -	3
Name of patent, - - - -	Miller.
Name of system of lighting and heating in use	
upon the passenger cars of your road (see	
Chapter XC, Public Acts of 1887), - - -	
Cars heated by stoves, and lighted with kerosene oil of 325° test.	

## FARES, FREIGHT, ETC.

Average rate per mile received from passengers on	
roads operated by this company, excluding	
season ticket passengers, - - - -	.0425
Average rate per mile for season ticket passengers,	
reckoning one round trip per day to each ticket,	.0218
Average rate of fare per mile from all passengers,	.0312
Total number of passengers carried, - - -	142,623
Passenger mileage, or passengers carried one mile,	320,902
Miles run by passenger trains, - - - -	15,548
Miles run by freight trains, - - - -	1,390
Total miles run, - - - -	16,938
Total number of tons of freight carried, - - -	23,441
Freight mileage, or tons carried one mile, - - -	50,492
Average rate of freight per ton per mile, - - -	.1369
Number of men employed in operating road, in-	
cluding officers, - - - -	14

## ACCIDENTS.

## STATEMENT OF EACH ACCIDENT IN DETAIL.

1887.

Nov. 11. W. E. Buck, brakeman, left hand caught between the dead woods in coupling freight cars, necessitating the amputation of three fingers.



## OFFICERS.

*President*, F. W. CHENEY, South Manchester, Conn.  
*Secretary and Gen'l Manager*, RICHARD O. CHENEY,  
South Manchester, Conn.  
*Treasurer*, C. S. CHENEY, South Manchester, Conn.

## BOARD OF DIRECTORS.

RALPH CHENEY, South Manchester, Conn.  
FRANK CHENEY, South Manchester, Conn.  
F. W. CHENEY, South Manchester, Conn.  
RICHARD O. CHENEY, South Manchester, Conn.

Attest, F. W. CHENEY, *President*.  
Attest, C. S. CHENEY, *Treasurer*.

STATE OF CONNECTICUT, }  
COUNTY OF HARTFORD, }

November 15, 1888.

Then personally appeared F. W. Cheney, President, and C. S. Cheney, Treasurer, of The South Manchester Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

RICHARD O. CHENEY,  
*Notary Public*.

## PROPER ADDRESS OF THE COMPANY

SOUTH MANCHESTER RAILROAD COMPANY,  
South Manchester, Conn.

# STAMFORD & NEW CANAAN RAILROAD.

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*Return of the Stamford & New Canaan Railroad Company, for  
the year ending September 30, 1888.*

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## EARNINGS AND EXPENSES.

(Included in report of N. Y., N. H. & H. R. R. Co. as Lessees.)

### STATEMENT OF RECEIPTS FROM ALL SOURCES.

Rental paid by N. Y., N. H. & H. R. R. Co.,	-	\$4,000.00
Total,	-	\$4,000.00

### STATEMENT OF TOTAL EXPENDITURES.

For dividends (number, two; rate per cent., 2),	-	\$4,000.00
Dates when paid, October, 1887, and April, 1888.		

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## GENERAL BALANCE-SHEET.

### *Assets.*

Nominal value of property,	-	\$99,877.46
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### *Liabilities.*

Capital stock,	-	\$99,877.46
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## GENERAL INFORMATION.

### CAPITAL STOCK.

Capital stock authorized by charter,	-	\$99,877.46
Capital stock authorized by vote of Company,	-	99,877.46
Capital stock issued, viz.:		
998 full shares of \$100 each,	\$99,800.00	
Fractional shares subject to further assessment,	77.46	99,877.46

Stock issued for indebtedness of New Canaan Rail- rail Company, as per act of re-organization, -	\$99,877.46
Amount of stock held in Connecticut, -	99,777.46
Number of stockholders residing in Connecticut, -	8
Whole number of stockholders, -	9

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were  
opened for use, viz.:

From New Canaan to Stamford July 4, 1868.	
Length of main line from New Canaan to Stamford,	7.66m.
Length of road (main line), owned by the Company,	7.66m.
Length of sidings, or other tracks not included above, - - - - -	1.08m.
Length of track of road, including sidings, in single track miles, - - - - -	8.74m.
Length of track laid with steel rails (weight per yard, 60 and 70 lbs.), - - - - -	7.66m.
Miles of track laid with steel rails during the year (No. of tons, 353; weight per yard, 60 lbs.; taken from track of N. Y. division), - -	3.75m.
Number of new ties put in track during the year cost, \$967.74), - - - - -	2,279
Aggregate length of wooden bridges in feet, -	79
Aggregate length of iron bridges in feet, -	32
Number of spans of 25 feet, or over, -	1
Aggregate length of stone arch bridges, in feet, -	6
Number of highway crossings under the track, -	1
Number of highway crossings at grade,* -	13
Number of highway crosssings at grade with gates,	4
Length of all roads leased by this company (to N. Y., N. H. & H. R. R. Co.), - -	7.66m.
Number of stations on main line, - - -	5

## EQUIPMENT.

(Fares and freight and report of accidents, included in report of  
N. Y., N. H. & H. R. R. Co., lessees.)

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\* Of the 13 highway crossings at grade 5 are on the portion of track parallel to that of  
N. Y., N. H. & H. R. R. Co., and are also counted in report of that company.



## OFFICERS.

*President*, WILLIAM E. BARNETT, New Haven, Conn.

*Secretary*, WILLIAM E. BARNETT, New Haven, Conn.

*Treasurer*, WILLIAM L. SQUIRE, New Haven, Conn.

## BOARD OF DIRECTORS.

GEORGE H. WATROUS, New Haven, Conn.

EDWARD M. REED, New Haven, Conn.

CHARLES P. CLARK, New Haven, Conn.

E. H. TROWBRIDGE, New Haven, Conn.

WILLIAM D. BISHOP, Bridgeport, Conn.

NATHANIEL WHEELER, Bridgeport, Conn.

WILLARD PARKER, New York.

WILLIAM E. BARNETT, New Haven, Conn.

WILLIAM L. SQUIRES, New Haven, Conn.

Attest, WILLIAM E. BARNETT, *President*.

Attest, WILLIAM L. SQUIRE, *Treasurer*.

STATE OF CONNECTICUT,  
COUNTY OF NEW HAVEN. }

November 8, 1888.

Then personally appeared William E. Barnett, President, and William L. Squire, Treasurer, of the Stamford & New Canaan Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

A. S. MAY,

*Notary Public.*

## PROPER ADDRESS OF THE COMPANY.

STAMFORD & NEW CANAAN RAILROAD COMPANY,  
New Haven, Conn.

# WATERTOWN & WATERBURY R. R.

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*Return of the Watertown & Waterbury Railroad Company, for the year ending September 30, 1888.*

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[The road is, as heretofore, operated as a branch of the Naugatuck Railroad.]

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## GENERAL BALANCE-SHEET.

### *Assets.*

Construction account,	-	-	-	-	\$134,248.00
Profit and loss,	-	-	-	-	2,952.00
Total,	-	-	-	-	\$137,200.00

### *Liabilities.*

Capital stock,	-	-	-	-	\$118,200.00
Funded debt,	-	-	-	-	19,000.00
Total,	-	-	-	-	\$137,200.00

## PRESENT OR CONTINGENT LIABILITIES, NOT INCLUDED IN BALANCE-SHEET.

Overdue interest on bonds issued by this company,	\$19,860.00
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## GENERAL INFORMATION.

### CAPITAL STOCK.

Capital stock authorized by charter,	-	-	\$150,000.00
Capital stock authorized by vote of company,	.	.	130,000.00

## Capital stock issued, viz.:

2,364 full shares of \$50 each,	-	-	\$118,200.00
Stock issued for cash,	-	-	118,200.00
Amount of stock held in Connecticut,	-	-	118,200.00
Number of stockholders residing in Connecticut,	-	-	56
Whole number of stockholders,	-	-	56

## BONDS OR FUNDED DEBT.

First mortgage, due November 17, 1885; rate of interest, 7 per cent.,	-	-	-	\$19,000.00
Interest paid to May 15, 1873.				

## DESCRIPTION OF ROAD.

Date when road, or different portions thereof, were opened for use, viz.:

From Waterbury to Watertown, in 1871.

Length of main line from Watertown to Waterbury,	-	-	-	-	-	4.44m.
Length of sidings, or other tracks not included above,	-	-	-	-	-	.31m.
Length of track of road, including sidings, in single track miles,	-	-	-	-	-	4.75m.
Miles of track laid with steel rails during the year (No. of tons, 55; weight per yard, 48 lbs.),						1.40m.
Miles of track laid with old iron rails during the year (No. of tons, 36; weight per yard, 54 lbs.),						.83m.
Number of new ties put in track during the year,						800
Aggregate length of wooden bridges, in feet,	-					1,532
Number of spans of 25 feet or over,	-	-				5
Aggregate length of iron bridges, in feet,	-					153
Number of spans of 25 feet or over,	-	-				1
Number of highway crossings under the track,	-					3
Number of highway crossings at grade,	-	-				2
Number of stations on main line,	-	-	-			2



## OFFICERS.

*President*, WM. D. BISHOP, Bridgeport, Conn.

*Vice-President*, WM. D. BISHOP, JR., Bridgeport, Conn.

*Secretary*, LEMAN W. CUTLER, Watertown, Conn.

*Treasurer*, LEMAN W. CUTLER, Watertown, Conn.

*Superintendent*, GEO. W. BEACH, Waterbury, Conn.

## BOARD OF DIRECTORS.

WM. D. BISHOP, Bridgeport, Conn.

WM. D. BISHOP, JR., Bridgeport, Conn.

HORACE NICHOLS, Bridgeport, Conn.

CHARLES P. CLARK, New Haven, Conn.

ROYAL M. BASSETT, Derby, Conn.

F. J. KINGSBURY, Waterbury, Conn.

GEO. W. BEACH, Waterbury, Conn.

HENRY MERRIMAN, Watertown, Conn.

O. B. KING, Watertown, Conn.

Attest, WM. D. BISHOP, *President*.

Attest, LEMAN W. CUTLER, *Treasurer*.

STATE OF CONNECTICUT,  
COUNTY OF LITCHFIELD. }

October 1, 1888.

Then personally appeared William D. Bishop, President, and Leman W. Cutler, Treasurer, of the Watertown & Waterbury Railroad Company, and severally made solemn oath that they verily believed the foregoing return by them subscribed to be true and correct.

Before me,

W. B. HOTCHKISS,  
*Judge of Probate.*

## PROPER ADDRESS OF THE COMPANY.

WATERTOWN & WATERBURY RAILROAD COMPANY,  
Bridgeport, Conn.

# GENERAL INDEX.

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Accidents, general statement, 26.

At highway crossings, 27.

Asylum Street Crossing, Hartford, progress and condition of the change at, 63.

Payments made to January 1, 1889.

Votes and orders passed since January 1, 1887.

Boston & New York Air Line R. R. Co., return of, 257-261.

Condition of road and improvements, 20.

Branford, new station building in, 19.

Change of grade crossing ordered in, 19.

Bridgeport, review of action in reference to stopping of trains at crossing of Housatonic & New York, New Haven & Hartford Railroads, 49.

Petition for discontinuance of locomotive whistling in, 55.

Capital stock, 4.

Increase c.<sup>d</sup>, general comment, 57

Car couplers, 62.

Car heating and lighting, 43-48.

Continuous train brakes, 61.

Colchester Railway Co., return of, 262-264.

Danbury & Norwalk R. R. Co., return of, 265-268.

Condition of road and improvements, 12.

Debt, 4, 214-215.

Dividends, 6, 218.

Drawbridge and crossing stops, 59.

Electric signals, at Thompsonville, Windsor Locks, Windsor, Norwich Town, Greenwich, 54.

Farmington, new station at, 21.

Fairfield, grade crossing changes ordered, 32.

Appeal from order of Commissioners, 33.

Proceedings of court, etc., 91-130.

Fence petitions, 55.

Flagmen ordered at Birmingham and Stamford, 54.

Freight carried, 7.

Grade crossings, progress of changes in, 30.

General policy in reference to elimination of, 36-40.

Approved at East Hartford by authority of the General Assembly, 52.

Statement of changes ordered, with estimates of cost, etc., 41.

Responsibility of railroad companies in whistling for crossings, and suit of Leonard Bailey in reference to same, 42, 186-200.

- Gross earnings, 5, 9, 218.
- Guilford, grade crossing changes ordered in, 34.
- Hartford, improvements in, 16.
- Hartford & Connecticut Valley R. R. Co., return of, 269-272.
  - Condition of road and improvements, 22.
- Hartford & Connecticut Western R. R. Co., return of, 273-280.
  - Proposed extension and connections, 13.
  - Condition of road, 13.
- Hartford & Harlem R. R. Co., return of, 281-283.
- Housatonic R. R. Co., return of, 284-295.
  - Condition of road, 11.
  - Construction of Huntington Branch, 11.
- Interest paid, 218.
- Interstate Commerce Law, 61.
- Location of roads, 210-211.
- Length of roads, 7, 210-211.
- Locomotive whistling, petition for discontinuance of in Windsor and Bridgeport, 55.
  - Petition for, in Madison, 54.
- Madison, grade crossing changes ordered in, 34.
- Maintenance of roads, 9.
- Meriden, change of South Colony Street in, 19.
- Meriden & Cromwell R. R. Co., return of, 296-300.
- Meriden & Waterbury R. R. Co., return of, 301-303.
- Meriden, Waterbury & Connecticut River R. R. Co., return of, 304-309.
  - Condition of road, 14.
  - Change of location in Waterbury, 53.
- Metal ties, 60.
- Naugatuck R. R. Co., return of, 310-314.
  - Improvements on, 21.
- New Britain, change of grade crossings in, 16.
- New Haven, extension of East Grand Street, 51.
- New Haven & Derby R. R. Co., return of, 315-322.
  - Condition of road, 14.
  - Extension of Huntington Branch, 14.
  - New terminal facilities in New Haven, 15, and proceedings of Superior Court in reference to powers of Commission, 74-90.
  - Shelton Street crossing, 50.
- New Haven & Northampton Co., return of, 323-328.
  - Condition of road, 21.
  - New station at Farmington, 21.
- New London, construction of bridge across the Thames, 23.
- New London Northern R. R. Co., return of, 329-335.
  - Condition of road, 15.
- New York & Connecticut Air Line Railway Co., return of, 336-338.
- New York & New England R. R. Co., return of, 339-356.
  - Improvements and condition of road, 16.



- New York, New Haven & Hartford R. R. Co., return of, 357-389.  
Improvements and condition of road, 17-19.  
Change of grade crossings on, 17, 18, 31-35, 41.  
Drawbridge signals at South Norwalk and Housatonic River, 18.  
Action in reference to stops at Housatonic crossing in Bridgeport, 49.
- New York, Providence & Boston R. R. Co., return of, 390-399.  
Progress and description of the Thames River bridge, 22.  
Change in location of road, 24.
- Net earnings, 5, 9, 218.
- Norwalk, change of crossing in, 32.
- Norwich & Worcester R. R. Co., return of, 400-404.
- Operating expenses, 5, 9, 219-222.
- Passengers carried, 7, 223.
- Property accounts, 6, 216.
- Ridgefield & New York R. R. Co., return of, 405-407.
- Rockville R. R. Co., return of, 408-411.
- Railroad construction in the State the past year, 3.
- Railroad, length of, 7.
- Railroad bridge construction, 22-23.
- Shepaug, Litchfield & Northern R. R. Co., return of, 412-417.  
Condition of road and improvements, 25.
- Shore Line Railway Co., return of, 418-421.  
Improvements of road, 19.  
Connecticut River bridge, 19.
- South Manchester R. R. Co., return of, 422-426.  
Improvements in South Manchester, 25.
- Stations, abandonment of East Haven, Westbrook, Lanesville, 52.
- Stamford & New Canaan R. R. Co., return of, 427-429.
- Sunday railroad traffic, 59.
- Train mileage, 7, 224.
- Watertown & Waterbury R. R. Co., return of, 430-432.
- Waterbury, grade crossing changes ordered in, 35.
- Waterford, grade crossing change ordered, 35.
- Westbrook, Court proceedings on appeal from order of Commissioners on change of grade crossings, 131-185.
- Westport, crossing changed in, 17, 36.
- Wilson's Point, increased facilities at, 53.
- Wilton, petition for change of crossing in, 32.









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RELATING SPECIALLY TO

RAILROADS.

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# Statutes Relating Specially to Railroads.

## ARTICLE XXV.

### AMENDMENT TO CONSTITUTION.

*Adopted October, 1877.*

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment.

Town aid to railroad corporations prohibited.

#### SECTION.

1. Meaning of "railroad company."
296. Appointment of railroad policemen.
297. Their powers.
298. Designated by badges.
331. Number of annual reports of Railroad Commissioners.
380. Estimates to be furnished for expenses of Board.
392. Petition for incorporation to be advertised.
393. Requirements of incorporation.
517. When trustee may release interest.
519. Attachment of railroad ties, etc.
1096. Fire communicated from locomotive.
1178. Levy of executions.
1333. Action for loss of life.
1400. Punishment for obstruction of track, causing death.
1403. Liability of railroad employes.
1429. Obstructions on railroads.
1431. Tampering with switches or signals.
1471. Throwing or shooting missiles at trains.
1472. Willful injury to engines or cars.
1473. Nuisance on tracks or in depots.

#### SECTION.

1474. Nuisance on railroad bridge.
1517. Abandonment or obstruction of engines and cars.
1544. Transportation of animals.
1573. Neglect to close gates, etc., at private crossing.
1611. Prosecution in *qui tam* suits.
1927. Proxy voting.
1988. Proceeds from sale of land.
2002. Arrests without warrant.
2557. Gambling on public conveyances.
2671. Height of bridges over railroad track.
2673. Damages from defective highways.
2692. Obstruction of highways.
2693. Obstruction of highways near bridges.
2700. Highways not to be laid out near railroads.
2712. Power of Superior Court over unsafe highways.
2959. Deeds of railroad companies.
2971. Right to land within limits of railroad or canal.
3022. Lien for services or materials.

SECTION 1. In the construction of all statutes of this State, words and phrases shall be construed according to the commonly approved usage of the language; and

G. S. 1875, 553.  
Words and phrases generally.

technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly :

1894, ch. 110.  
Railroad Com-  
pany.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the General Assembly.

G. S. 1875, 33.  
Railroad and  
steamboat po-  
licemen.

SEC. 296. The Governor may, from time to time, upon the application or any railroad or steamboat company, engaged in the business of transportation in this State, commission, during his pleasure, one or more persons designated by such company, who, having been duly sworn, may act at its expense as policemen upon the premises used by it in its business, or upon its cars or vessels. When any such commission is issued, or revoked, the Executive Secretary shall notify the clerk of the Superior Court of each county in which it is intended that such policeman shall act.

G. S. 1875, 33.  
Their powers.

SEC. 297. Every railroad or steamboat policeman may arrest in his precincts for all offenses committed therein, and bring the offenders before proper authority.

G. S. 1875, 33.  
To wear a  
shield.

SEC. 298. Every such policeman shall, when on duty, wear in plain view, a shield bearing the words "Railroad Police" or "Steamboat Police," as the case may be, and the name of the company for which he is commissioned.

1885, ch. 115.  
1887, ch. 92.  
Number of an-  
nual reports to  
be printed.

SEC. 331. He [the Comptroller] shall cause to be printed at the expense of the State, annually, such number of copies of each of the following annual reports, as is hereinafter stated, that is to say: Of the Railroad Commissioners, twenty-two hundred ; . . . .

1894, ch. 108.  
By whom to be  
made.

SEC. 380. The estimates for the different classes of expenditures shall be made as follows, to wit: For . . . the Railroad Commissioners. . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the Treasurer and Secretary. And the Comptroller shall cause a sufficient number of the estimates to be printed and delivered to the General Assembly, on the second day of its session.

G. S. 1875, 79.  
Petition for in-  
corporation or  
alteration of  
charter of a rail-  
road, horse rail-  
road, canal, or  
turnpike com-  
pany.

SEC. 392. No petition for the incorporation of any railroad, horse railroad, canal, or turnpike company, or for an alteration of the charter of any such company, shall be heard by the General Assembly, unless public notice shall be given by advertisement, in some newspaper published in the county where such railroad, horse

railroad, canal, or turnpike is proposed to be, or is located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad, canal, or turnpike, the streets, highways, and other intended route of such horse railroad, or the proposed alteration of such charter; nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the manner of its construction, the feasibility of the route, the character of the soil, and probable expense of constructing the same.

SEC. 393. No act of incorporation or alteration thereof shall be granted by the General Assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of a railroad company, or horse railroad company, shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a horse railroad, the streets or highways through which it may pass, and otherwise designate the route on which the respective roads may be authorized to be made.

G. S. 1875, 79.  
What charters granted only on petition. Charters of railroad and horse railroad companies.

SEC. 517. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the Court of Probate.

1885, ch. 110, § 111.  
Trustee of railroad company to release interest, when.

SEC. 918. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment, or of the household furniture of any person having a family, and used by him in housekeeping, or of any hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided*, the service of such attachment shall be completed and a copy of the process and of the accompanying declaration or complaint, with the officer's return indorsed thereon, particularly describing

1884, ch. 41.  
Attachments of machinery, engines, etc.



the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated, within twenty-four hours after such attachment shall have been made ; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

G. S. 1875, 439.  
Fire communicated by railway engine.

SEC. 1096. In all actions to recover for any injury occasioned by fire communicated by any railway locomotive engine in this State, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

G. S. 1875, 459.  
Levy on interest of one railroad company in road of another.

SEC. 1178. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or road bed of any other railroad corporation, together with the income, rents, and profits which may be due, or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk of said last named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution ; and thereupon he shall post the same upon some sign-post in the town where such last-named corporation has its office or principal place of business in this State, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon ; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

G. S. 1875, 495.  
Actions against railroad companies for loss of life.

SEC. 1383. No suit against a railroad company for damages for the loss of life, shall be brought by the executor or administrator of the deceased person, except within eighteen months from and after the death of such person.

G. S. 1875, 498,  
§ 2.

SEC. 1400. Every person who shall commit murder in the first degree, or who shall cause the death of another

by willfully placing any obstruction upon any railroad, or by loosening, taking up or removing any part of the superstructure of such railroad, or, by willfully burning any building or vessel, shall suffer death.

Homicide, when punished by death.

SEC. 1403. Every servant of any railroad company, who shall in consequence of his intoxication, or any gross or willful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned in the State prison not more than ten years.

G. S. 1875, 498, § 5. Railroad servants, liability for causing loss of life, etc.

SEC. 1429. Every person who shall willfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the State prison not more than ten years; and if he shall do the same with intent to throw any locomotive or car from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

G. S. 1875, 502, § 1. Placing obstructions on railroads.

SEC. 1431. Every person who shall willfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal or its connection therewith, shall be fined not more than one thousand dollars, and imprisoned in the State prison not more than ten years.

G. S. 1875, 502, § 2. Displacement of switches or injury to signals on railroads.

SEC. 1471. Every person who shall willfully throw or shoot any missile at any locomotive or railroad car, whereby the safety of any person is endangered, shall be fined not less than fifty nor more than five hundred dollars, or imprisoned not more than one year, or both.

G. S. 1875, 505, § 27. Willful throwing or shooting at locomotive or railroad cars.

SEC. 1472. Every person who shall willfully injure any engine or car, used upon any railroad, shall be fined not more than one hundred and fifty dollars, or imprisoned not more than one year, or both.

G. S. 1875, 505, § 28. Willful injury to cars or engines.

SEC. 1473. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash, or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

G. S. 1875, 505, § 29. Nuisance on railroad tracks or in depots.

SEC. 1474. Every person who shall commit any nuisance in or upon any railroad bridge, shall be fined not more than seven dollars, or imprisoned not more than thirty days or both.

G. S. 1875, 505, § 30. Nuisances on railroad bridges.

1878, ch. 92.  
Abandonment  
or obstruction  
of engines,  
cars, etc.

SEC. 1517. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or abandon any locomotive, car, or train of cars, or shall maliciously injure, hinder or obstruct the use of any locomotive, car, or railroad, shall be fined not more than one hundred dollars, or imprisoned not more than six months.

G. S. 1875, 514,  
§ 15.  
Transportation  
of animals on  
railroads.

SEC. 1544. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and such company shall, in such case, have a lien upon such animals for food, care, and custody furnished and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not less than one hundred, nor more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

1876, ch. 7.  
Neglect to close  
gates, bars, etc.,  
on railroads.

SEC. 1573. Every person who shall enter upon, or cross a railroad at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not less than two, nor more than ten dollars, and shall be liable for any damage resulting therefrom.

G. S. 1875, 525,  
§ 8.  
Fraudulent evasion of payment  
of fare.

SEC. 1591. Every person who shall fraudulently evade, or attempt to evade, the payment of any fare, lawfully established by any steamboat company located in this State, or by any railroad company, shall be fined not less than five nor more than twenty dollars.

G. S. 1875, 532,  
§§ 3, 7.  
1886, ch. 52.  
Who may prosecute in *qui tam*  
suits.

SEC. 1611. When a fine, penalty, or forfeiture is imposed by any statute, as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the State, county, or town, all proper informing officers



shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture shall, in such case, belong to the State, county, or town, as the case may be. All persons arrested for offenses committed upon cars or steamboats, may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

SEC. 1927. No person shall vote at any meeting of the stockholders of any bank or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting; and no such power shall be used at more than one annual meeting of such corporation.

G. S. 1875, 279,  
§11.  
Proxies.

SEC. 1988. When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and such deposit shall not be claimed and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the Treasurer of the State, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

1880, ch. 58.  
Proceeds from  
sale of land to  
public, how  
kept for owner.

SEC. 2002. Sheriffs, deputy sheriffs, constables, borough bailiffs, police officers, and railroad and steamboat police, in their respective precincts, shall arrest, without previous complaint and warrant, any person for any offense in their jurisdiction, when the offender shall be taken or apprehended in the act, or on the speedy information of others; and all persons so arrested shall be immediately presented before proper authority.

G. S. 1875, 34,  
§3.  
Officer may ar-  
rest without  
warrant, when.

SEC. 2557. Every person who shall play at any game, for any valuable thing, or shall solicit another to do the same, upon any public conveyance, and every person who shall win or lose any valuable thing by so playing, or betting on such play, or by sharing in any stake or wager of others, who so bet or play, shall be fined not more than two hundred dollars, and imprisoned not less than one, nor more than six months.

G. S. 1875, 517,  
§11.  
Gaming on pub-  
lic conveyances.

SEC. 2671. The bottom timbers of all bridges, hereafter constructed over any railroad track, shall not be less than eighteen feet above the rails, unless the Railroad Commissioners require a less height and prescribe the same in writing.

G. S. 1875, 232,  
§8.  
Location of  
timbers in  
bridges over  
railroad tracks.

1883, ch. 105.

Person injured  
on defective  
highways may  
recover dam-  
ages.

Notice of injury  
how given

1 Root, 270, 448

2 Root, 436.

7 Conn., 86.

17 Conn., 475.

18 Conn., 32.

30 Conn., 12, 35,

543.

36 Conn., 320.

34 Conn., 136, 1.

35 Conn., 314.

37 Conn., 414,

298, 618.

39 Conn., 222,

376.

40 Conn., 205,

238, 456.

42 Conn., 294.

SEC. 2673. Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation or borough, unless written notice of such injury, and the nature and cause thereof, and of the time and place of its occurrence shall, within sixty days thereafter, or if such defect consist of snow or ice, or both, within fifteen days thereafter, be given to a selectman of such town or to the clerk of such city, corporation, or borough; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

43 Conn., 36, 562. 44 Conn., 117. 46 Conn., 56, 263. 47 Conn., 59, 461. 48 Conn., 460. 49 Conn., 134. 51 Conn., 405. 50 Conn., 496, 579. 53 Conn., 212. 54 Conn., 9, 574.

1878, ch. 135.

Highways not  
to be obstructed  
by railroad  
trains.

SEC. 2692. Any person traveling upon any public street or highway, which is crossed by a railroad, who shall be obstructed or prevented from crossing such railroad for a longer time than five minutes by reason of trains, cars, or locomotives, standing upon or across such street or highway may recover not exceeding fifty dollars from the corporation owning or operating said railroad; provided, suit is brought within thirty days after the date of such obstruction.

1881, ch. 135.

Highways in  
cities not to be  
obstructed by  
railroad trains.

SEC. 2693. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employé of any railroad corporation willfully violating any provision of this section, shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1878, ch. 134.

Highways laid  
out within one  
hundred yards  
of railroad  
track and not

SEC. 2700. No highway which does not cross a railroad track, shall be laid out or opened to the public within one hundred yards of any railroad track, unless the layout has been approved by a judge of the Superior

Court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds the public convenience and necessity requires such highway to be within such distance, and upon such approval, the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in his opinion the safety of the public may require.

SEC. 2712. The Superior Court of the country in which is any highway, or any portion thereof, taken by any other than a horse railroad company for railroad purposes, but not in a city or borough which has control of its highways, nor constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

crossing same to be approved by judge of Superior Court.

G. S. 1875, 237, § 36. When portion of highway taken by railroad company leaves remainder unsafe, Superior Court may order change, etc.

SEC. 2959. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands, to the absolute use of the grantee.

1875, ch. 14. Deeds of railroad companies.

SEC. 2971. If the owner or occupant of any land, adjoining any railroad or canal, has since the tenth day of June, one thousand eight hundred and thirty-one, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time, has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto.

G. S. 1875, 355, § 20. Right to land within limits of railroad or canal not gained by possession.

SEC. 3022. Every railroad, for the construction of which, or of any of its appurtenances, any person shall have a claim for materials furnished or services rendered, under any contract with or approved by the corporation

G. S. 1875, 361, § 13. Lien on railroad for services or materials



furnished for  
its construc-  
tion.  
41 Conn., 454.

owning or managing such railroad, shall with its real estate, right of way, material, equipment, rolling stock, and franchise, be subject to the payment of such claim ; and said claim shall be a lien on said railroad, railroad property, and franchise, and the manner of asserting and perfecting such lien, by notice, certificate, and foreclosure, shall be in all respects in accordance with the provisions of the four preceding sections ; except that the certificates of the lien and of its discharge shall be filed in the office of the Secretary of the State, who shall record them in a book kept for that purpose.

### *Title LXVI.*

#### RAILROADS.

CHAPTER	CCX.	Railroad Commissioners.
CHAPTER	CCXI.	Additional Protection to Bridges, Trestles, and Pilings.
CHAPTER	CCXII.	Organization.
CHAPTER	CCXIII.	Steam Railroads.
CHAPTER	CCXIV.	Location and Construction.
CHAPTER	CCXV.	Railroad Bridges and Bridge Guards.
CHAPTER	CCXVI.	Depots.
CHAPTER	CCXVII.	Obligations of and to Companies.
CHAPTER	CCXVIII.	Bonds and Mortgages.
CHAPTER	CCXIX.	Miscellaneous Provisions.
CHAPTER	CCXX.	Returns.
CHAPTER	CCXXI.	Connecticut Central Railroad.
CHAPTER	CCXXII.	Horse Railroads.
CHAPTER	CCXXIII.	General Penalty.

### *Chapter CCX.*

#### RAILROAD COMMISSIONERS.

##### SECTION.

3413. Appointment and term of office ; General Assembly to fill vacancies, when.  
3414. Composition of board.  
3415. Vacancies filled by Governor, when.  
3416. Office and Clerk.  
3417. Records, and employment of experts.  
3418. Salaries and contingent expenses, how paid.  
3419. Commissioners to pass free on railroads.

##### SECTION.

3420. To give notice before approving layout.  
3421. To certify that road is safe before it is opened.  
3422. To examine roads, how often.  
3423. General duties.  
3424. May orders gates, flagmen, and signals,  
3425. Appeal ; power of the Superior Court upon appeal.  
3426. May make recommendations.

1887, ch. 5, § 37.  
Appointment  
and term of rail-  
road Commis-  
sioners.

SEC. 3413. There shall be three Railroad Commissioners. The Governor shall, within sixty days from the organization of the General Assembly at its regular session in 1889 and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the Senate shall appoint, two Railroad Commissioners, and shall within sixty days from the organization of the General Assembly at its regular session in 1891, and within sixty days from the organization of said assembly at its regular sessions quadrennially thereafter, nominate, and with the advice and consent of the Senate shall

appoint, one Railroad Commissioner. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The Senate shall act on all nominations of the Governor within ten days after they are made. If the Governor shall fail to nominate, within the sixty days herein prescribed, a person or persons for Railroad Commissioner or Commissioners who shall be confirmed by the Senate, the General Assembly shall fill the vacancy which would otherwise occur.

General Assembly shall fill vacancies, when.  
43 Conn., 351.

SEC. 3414. One of the Railroad Commissioners shall be a lawyer in good standing in his profession, and at least ten years' practice. One of said Railroad Commissioners shall be a capable and experienced civil engineer, of at least ten years' practice in his said business of civil engineer; and the other of said Railroad Commissioners shall be a good practical business man, and they shall be and constitute the Board of Railroad Commissioners.

1877, ch. 144.  
Composition of board.  
43 Conn., 351.

SEC. 3415. If any vacancy occurs in said Board of Railroad Commissioners at a time when the General Assembly is not in session, the Governor shall appoint a Railroad Commissioner to fill such vacancy until the rising of the next session of the General Assembly; and all other vacancies shall be filled for the remainder of their respective terms in the manner provided by section 3413; and no stockholder or agent of any railroad company shall be a commissioner.

1877, ch. 144.  
Vacancies filled by Governor, when.

SEC. 3416. The board shall appoint a clerk and have an office in Hartford where its records shall be preserved, which shall be kept open during the usual business hours. If the Comptroller does not furnish said board a proper office, it may hire one at an annual rent not exceeding five hundred dollars.

1877, ch. 144.  
Office and clerk.

SEC. 3417. The Railroad Commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom they were derived, or by whom they may be proved, may employ experts or other agents when necessary, and shall have the powers and be subject to the duties hereinafter specified.

1877, ch. 144.  
Records, and employment of experts.

SEC. 3418. The office expenses and salaries of the board shall be paid monthly from the treasury, and in July in each year the whole amount so paid during the year ending the fourth day of July shall be apportioned by the Comptroller among the several railroad companies in proportion to the length of the main track or

1877, ch. 144.  
1878, ch. 50.  
Salaries and contingent expenses.

tracks of their respective railroads in this State, and each company and the trustees, assignees, lessees, or other parties operating any such railroad shall pay the Treasurer their proportion of such amount.

G. S. 1875, 319,  
§ 8.  
To pass free on  
railroads.

SEC. 3419. The Railroad Commissioners shall have the right to pass free of charge in the performance of their duties, on all railroads in the State, and to take with them any person in their official employment.

G. S. 1875, 319,  
§ 9.  
To give notice  
before approval  
of layout, etc.

SEC. 3420. Before the Railroad Commissioners shall approve the laying out of any railroad, or the taking of any real estate for the purposes of said road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in the real estate taken or proposed to be taken; and if any such person resides out of this State, or is a *feme covert*, infant, or *cestui que trust*, or *non compos mentis*, any judge of the Superior Court may prescribe the notice to be given to such person.

G. S. 1875, 320,  
§ 10.  
To certify that  
road is safe be-  
fore it is opened.

SEC. 3421. No part of any railroad shall be opened for public travel unless the railroad company shall first obtain a certificate signed by the Railroad Commissioners, that such road is in a suitable and safe condition.

G. S. 1875, 320,  
§ 11.  
To examine  
railroads at  
least twice a  
year.

SEC. 3422. The Railroad Commissioners shall, at least twice in each year, examine the several railroads in the State, and shall make a like examination of any railroad within the limits of any town, when thereto requested in writing by the selectmen, and shall see that the same are kept in suitable repair, and that the railroad companies faithfully comply with all provisions of law.

G. S. 1875, 320,  
§ 12.  
General duties.

SEC. 3423. Said commissioners shall cause such portion of the laws relating to railroads, as they deem proper, to be posted as they shall direct; and may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason, shall examine its railroad and all its appurtenances, engine, and cars, and its by-laws and rules, and in such examinations shall pass over the road at a rate not exceeding six miles an hour, and shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile; notifying the company in writing of the time of such examinations; and shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and out-buildings at stations as are for the public interest; may prescribe the time during



which any ticket office shall be open for the sale of tickets, and no company neglecting such order shall receive more than the regular ticket price for fare ; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings ; shall direct that suitable warning boards be put up at dangerous crossings ; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same ; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and luggage ; and shall cause printed copies of sections 3550, 3551, and 3552 to be kept posted up at all railroad stations.

SEC. 3424. The Railroad Commissioners, when requested in writing, by the selectmen of any town, the mayor, and common council of any city, or the warden and burgesses of any borough (in cases where the borough has charge of the highways within the same), to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within their respective towns, cities, or boroughs, shall visit such place, first giving the authorities making such request reasonable notice thereof, and if the public safety requires it, shall order the company operating said railroad to maintain a gate or electric signal, or to keep a flagman at said place, or to do any other act at said place needful for the protection of the public, and may specify when said gate shall be opened and closed, or when flagmen shall be on duty, and may change any such order when they deem it necessary, first visiting the town, city, or borough in which said crossing is located, and there giving the authorities thereof an opportunity to be heard thereon ; and if any railroad company shall neglect to station flagmen, or maintain gates or electric signals as ordered by said commissioners, or shall neglect to comply with any order of said commissioners provided for by this section, it shall forfeit to the State fifty dollars for each day of such neglect.

1884, ch. 59.

May order gates, flagmen, and signals.

Penalty for neglect.

SEC. 3425. When the Railroad Commissioners, on application as provided in the preceding section, shall make an order as provided therein, or refuse to make the same, their decision shall be communicated to the parties in interest within thirty days from the final hearing on the same, and either party aggrieved by such de-

1893, ch. 115.

Appeals.

Power of the  
Superior Court  
upon appeal.

cision may appeal therefrom to the Superior Court, in the manner and with like effect as provided for appeals in section 3518. But in all cases where a flagman, gate, or electric signal shall be ordered by the Superior Court upon an appeal taken by the applicants therefor, such Court may at its discretion order a portion of the expense of maintaining or erecting the same, but not exceeding one-half, to be borne by the town, city, or borough in which the crossing is situated; and the Superior Court may at any time upon the application of either party, with due notice to adverse parties, annul or vary any order passed as aforesaid; provided, such Court shall find there has been a change of circumstances surrounding such crossing.

G. S. 1875, 320,  
§ 14.  
May make re-  
commendations.

SEC. 3426. The Railroad Commissioners shall, from time to time, recommend in writing, to the several railroad companies, or any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public safety and interest; and shall report any neglect to adopt such recommendations to the next General Assembly.

### Chapter CCXI.

#### ADDITIONAL PROTECTION TO BRIDGES, TRESTLES, AND PILINGS.

##### SECTION.

3427. Commissioners may order guard-rails on railroad bridges.

3428. Penalty.

3429. May apply for injunction against any company, when.

##### SECTION.

3430. Power to examine witnesses; penalty for resisting.

3431. Fees of witnesses.

3432. Report to General Assembly.

1878, ch. 96.  
Commissioners  
may order  
guard-rails on  
railroad  
bridges.

SEC. 3427. When the Railroad commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this State that guard-rails or any other appliances to secure safety should be placed upon any bridge belonging to such railroad, said commissioners may order the company owning or operating such railroad to place such additional guards upon said bridge as they may deem necessary and proper to accomplish the object aforesaid.

1878, ch. 96.  
Penalty for non-  
compliance

SEC. 3428. Any railroad company which shall neglect or refuse to comply with any such order, shall forfeit to the Treasurer of the State, twenty-five dollars for each day of such neglect or refusal.

G. S. 1875, 321,  
§ 15.  
May apply for  
injunction  
against corpora-  
tion, when.

SEC. 3429. If, upon examination of any railroad, or the affairs of any railroad company, the commissioners shall be of the opinion that such road is in such condition, or that its affairs are so conducted as to endanger

the safety of the public, or that the company has violated the law, or refused to obey the directions of said commissioners or of any judge of the Superior Court, made pursuant to the powers given in this title, they may within one year after said examination make application to any judge of the Superior Court for an injunction to restrain any person from exercising or attempting to exercise the duties of any officer in such company; and said judge may proceed thereon as the Superior Court may do on complaints for an injunction.

SEC. 3430. The Railroad Commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company; and whoever shall refuse, without justifiable cause, to appear and testify, or who shall in any way obstruct any Railroad Commissioner in the discharge of his duty, shall be fined not more than one thousand dollars, or imprisoned not more than one year or both

G. S. 1875, 321, § 16.  
Power to examine witnesses.  
Penalty for resisting.

SEC. 3431. The fees of witnesses summoned by the Railroad Commissioners to appear before them under the provisions of the preceding section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the Treasurer of the State upon the order of the Comptroller.

1881, ch. 13.  
Fees of witnesses.

SEC. 3432. The Railroad Commissioners shall make a report of the general conduct and condition of all railroads, and of any violation of law by any of them, to each General Assembly not later than the fourth week of its session, with such suggestions for legislation as they may deem proper.

G. S. 1875, 321, § 17.  
1876, ch. 37.  
1883, ch. 66.  
Report to General Assembly.

## Chapter CCXII.

### ORGANIZATION.

#### SECTION.

- 3433. General railroad law.
- 3434. Articles of Association.
- 3435. Capital stock; name.
- 3436. Engineer's report; affidavit by directors.
- 3437. Subscriptions to stock.
- 3438. Corporate powers.
- 3439. Obtaining right of way.
- 3440. Limitation of time for commencing and completing road.
- 3441. Crossing of navigable waters.
- 3442. Other companies prohibited from holding stock.
- 3443. Companies may consolidate; proviso as to outstanding bonds and competing lines.

#### SECTION.

- 3444. Consolidation, how effected.
- 3445. Agreement to be ratified by stockholders.
- 3446. Powers of consolidated company.
- 3447. Issue of bonds.
- 3448. Such issue regulated.
- 3449. Where to sue or be sued.
- 3450. Proceedings for permission to increase capital stock.
- 3451. Finding, report, and recommendation by commissioners.
- 3452. Capital stock not to be increased without special authority.
- 3453. Limitation of preceding provisions.

SEC. 3433. Any number of persons not less than twenty-five may form a company for the purpose of con-

G. S. 1875, 315, § 1.



General rail-  
road law.

G. S. 1875, 315,  
§ 2.  
Articles of asso-  
ciation.

structing, maintaining, and operating a railroad for public use in the conveyance of persons and property.

SEC. 3434. The persons forming such railroad company shall make and sign articles of association, in which shall be stated : first, the name of the company ; second, the place where its principal office or place of business is located, which shall be and continue in this State ; third, the places from and to which and the names of all the towns through and into which it is proposed to construct, maintain, and operate said road ; fourth, the length of said railroad, as nearly as may be, and the amount of capital stock of the company, which shall not be less than ten thousand dollars for every mile of road proposed to be constructed ; fifth, the names and residences of not less than nine directors of said company, who shall be chosen by the persons subscribing said articles of association, and a majority of whom shall always be residents of this State, and who shall manage its affairs for one year ; but the amount of the funded and floating debt of any such corporation shall at no time exceed the amount of cash actually paid in upon its capital stock.

G. S. 1875, 316,  
§ 3.  
Capital stock.  
Name.

SEC. 3435. The capital stock of said company shall be divided into shares of one hundred dollars each, and each subscriber to such articles of association shall subscribe thereto his name, residence, and the number of shares he agrees to take in such company ; and on compliance with the provisions of the succeeding sections of this chapter, such articles of association may be filed in the office of the Secretary of the State, who shall endorse thereon the day they are filed, and record them ; and thereupon the persons who have subscribed such articles, together with all persons who shall become stock holders of such company, shall be a corporation by the name specified in such articles.

G. S. 1875, 316,  
§ 4.  
Engineer's re-  
port to accom-  
pany the  
articles of  
association.

SEC. 3436. Such articles of association shall not be filed and recorded unless they are accompanied by the report, under oath, of a skillful engineer, founded on an actual examination of the route, showing the character and structure of the proposed road-bed, with its indications of rock or earth cuttings ; the manner in which it is proposed to construct said railroad ; the general profile of the surface of the country through which it is proposed to be made ; the feasibility of the route and an estimate of the probable expense of constructing the same ; a copy of which report shall be kept on file in the office of the Secretary of the State ; nor shall such articles of association be filed and recorded until at

least five thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per cent. of such subscription paid in cash to the directors named in said articles, nor unless there is annexed thereto an affidavit made by at least three of said directors, that the amount of stock required by this section has been in good faith subscribed, and ten per cent. in cash paid thereon as aforesaid, and that it is intended in good faith to construct the road named in such articles ; and a copy of any articles of association filed and recorded as aforesaid, or of the record thereof, certified by the Secretary of the State, shall be *prima facie* evidence of the due formation, existence, and capacity of said corporation.

Affidavit by directors.

SEC. 3437. When such articles of association are recorded in the office of the Secretary of the State, the directors may, in case the whole of the capital stock is not subscribed, open books of subscription to the same in such places and on such notice as they may deem expedient, and may continue to receive subscriptions until the whole of the capital stock is subscribed ; and no subscription shall be received or taken without such payment of ten per cent. ; but such company shall not commence the construction of its road until at least ten thousand dollars a mile is subscribed to the capital stock thereof by responsible persons.

G. S. 1875, 316, § 5. Subscriptions to the capital stock.

SEC. 3438. Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization ; may by its agents enter upon such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct said railroad ; and may construct, equip, and maintain a railway, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

G. S. 1875, 317, § 6. Powers of the company.

SEC. 3439. No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the Railroad Commissioners ; and when the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of any railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of any such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively release all damages for lands so taken, as fully as if the same were holden in their own right.

G. S. 1875, 317, § 7. 1882, ch. 140. Right of way to be obtained within two years. Trustees, guardians, etc. may release.

1882, ch. 140.  
Limitation of  
time for com-  
mencing and  
completing  
road.

SEC. 3440. If any railroad company formed under the provisions of this chapter shall not within two years after its articles of association are filed and recorded in the office of the Secretary of the State, commence the construction of its road, and expend thereon ten per cent. of the amount of its subscribed capital, or shall not finish or put in operation its railroad within five years from the time of filing and recording its articles of association as aforesaid, its corporate existence and powers shall cease : provided, that the Railroad Commissioners shall extend the time for the commencement of such railroad and expending ten per cent. and for taking lands, for a period or periods, not exceeding, in the whole, two years beyond the time of two years hereinbefore referred to, if said railroad company has been prevented by litigation, or by the opposition of any party, from complying with the provisions of this section.

1882, ch. 140.  
Crossing of nav-  
igable waters.

SEC. 3441. Any railroad company organized under the provisions of this chapter may construct its railroad across navigable waters, when said railroad company shall have filed in the office of the Secretary of the State a sworn statement of a competent engineer, approved by the Railroad Commissioners and the president and treasurer of said railroad company, that there has been expended in the construction of their railroad in this State, a sum equal to ten thousand dollars for each mile of their said railroad within this State between either terminal point in the location of said road and the proposed location of said bridge ; provided, that no bridge shall be constructed across any river or harbor nearer the sea than some existing bridge across such river or harbor ; and provided, that all such bridges shall be constructed in such manner, and of such materials and with draws of such width for the passage of vessels, as the Railroad Commissioners shall authorize and direct ; but nothing herein shall be construed to authorize any railroad company to construct or use a bridge for any but railroad purposes.

1882, ch. 140.  
Other compa-  
nies prohibited  
from holding  
stock of Com-  
pany establish-  
ed under these  
provisions.

SEC. 3442. No other railroad company shall subscribe for, take, or hold any stock or bonds of any railroad company established under the provisions of this chapter, either directly or indirectly, unless specially authorized by the General Assembly.

1883, ch. 79.  
Railroad com-  
panies may con-  
solidate.  
Proviso as to  
outstanding  
bonds, and as to  
competing  
lines.

SEC. 3443. Any railroad company incorporated under the laws of this State for the purpose of building and operating a railroad within this State, extending to or beyond the boundary line of this State, may consolidate its capital stock, franchises, and property with the capital stock, franchises, and property of any other incorporated



railroad company, whose line of railroad, built or to be built, is situated wholly outside this State, whenever the railroads of the companies thus consolidating form one continuous line of railroad from some point in this State to some point in an adjoining State ; provided, that no companies shall thus consolidate if, at the time of their consolidation, the aggregate outstanding bonds of the companies proposing so to consolidate, exceed one-half of what has been actually expended upon the railroads of such consolidating companies, the amount of said outstanding bonds to be ascertained as follows: the same to be certified to the Comptroller in the case of each company by the written statement, under oath, of the president and treasurer of said company, and of an engineer approved by the Railroad Commissioners of this State ; and false swearing in the matter shall be perjury ; and provided, that no railroad companies shall be consolidated under this provision, whose railroads, built or to be built, run on parallel or competing lines.

SEC. 3444. Such consolidation shall be made as follows : The directors of the companies proposing to consolidate may enter into a joint agreement, under the corporate seal of each company, for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new company, the number and names of the directors and other officers thereof, and who shall be the first directors and officers, and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each of said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization and the consolidation of said companies or railroad. But in no case shall the capital stock of the company formed by such consolidation exceed the sum of the capital stock of the companies so consolidated, at the par value thereof, nor shall any bonds or other evidences of debt be issued for a consideration for, or in connection with, such consolidation.

1883, ch. 79.  
Consolidation.  
how effected.

SEC. 3445. Said agreement shall be submitted to the stockholders of each of said companies at a special meeting thereof, called separately for the purpose of taking the same into consideration ; due notice of the time and place of holding said meeting and the object thereof shall be given by each company to its stockholders by

1883, ch. 79.  
Agreement to  
be ratified by  
stockholders.

written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on the books thereof, and delivered to such persons respectively or sent to them by mail, when their post-office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city, town, or county where such company has its principal office or place of business; and at the said meeting of the stockholders the agreement of the said directors shall be considered and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballot shall be cast in person or by proxy, and if two-thirds of all the votes of all the stockholders shall be for the adoption of said agreement, then that fact shall be certified thereon by the secretaries of the respective companies under the seals thereof, and the agreements so adopted, or a certified copy thereof, shall be filed in the office of the Secretary or the State, and shall thereafter be deemed and taken to be the agreement and act of consolidation of the said companies; and a copy of the said agreement and act of consolidation, duly certified by the Secretary of the State under his official seal, shall be evidence in all courts and places of the existence of said new company, and that the provisions of this and the two preceding sections have been fully observed and complied with.

1883, ch. 79.  
Powers of consolidated company.

SEC. 3446. Said consolidated company, when so formed, shall have and enjoy all the rights, franchises, property, and privileges which at the time of their consolidation were severally had or enjoyed by said constituent companies, subject to the provision that the consolidation permitted by this chapter shall not confer upon any railroad company any power or privilege not given by the laws of this State to all railroad companies organized under this chapter; and said consolidated company shall be subject as respects the construction, maintenance, operation, and taxation of that portion of its road built or to be built in each State, to the laws of such State, as fully as if no consolidation had been made; nor shall the right of any creditor of any company thus consolidated be affected by such consolidation.

1883, ch. 79.  
Issue of bonds.

SEC. 3447. Said consolidated company may issue bonds, and secure the same, by a mortgage of its entire franchises and property, both within and without this State, existing or to be acquired, or any part thereof, to one or more trustees, to be nominated by said company

and approved by the Governor of this State ; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both States, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this State.

SEC. 3448. The provisions of section 3570 shall apply to the bonds and mortgage authorized by the preceding section. 1883, ch. 79. Such issue regulated.

SEC. 3449. Said consolidated company may sue and be sued in any county in this State into or through which its railroad or railroad route may extend ; and not less than six of its directors shall be at all times citizens of this State. 1883, ch. 79. Where to sue or be sued.

SEC. 3450. When any railroad company shall desire to increase its capital stock, it shall make application to the Railroad Commissioners in writing, setting forth the amount to which and the purpose for which it is desired to make such increase. Whereupon the commissioners shall fix a time and place for hearing such application, and require such notice thereof to be given as they may deem reasonable. 1878, ch. 116. Proceedings for permission to increase capital stock.

SEC. 3451. The Commissioners shall make a finding of all the essential facts presented to them in regard to such proposed increase of capital stock, and report the same to the next session of the General Assembly, with a recommendation whether such increase should be allowed or not, and if allowed, the manner in which and terms upon which such stock should be issued. 1878, ch. 116. Finding of facts, report, and recommendation by Railroad Commissioners.

SEC. 3452. No railroad company shall increase its capital stock except by special authority of the General Assembly, nor shall such authority be given except upon the recommendation of the Railroad Commissioners as herein provided. 1878, ch. 116. Capital stock not to be increased without special authority.

SEC. 3453. Nothing contained in this chapter shall be construed to authorize the construction of any horse railroad in any city or borough ; or the taking or using the track, wharves, depot, or depot grounds of any other company without its consent, except for the purpose of crossing or connection. G. S. 1875, 317, § 10. These provisions not to apply to horse railroads or authorize interference with existing railroads.

### Chapter CCXIII.

#### STEAM RAILROADS.

##### SECTION.

3454. What railroads included in the provisions of this chapter.

3455. Company officers and by-laws.

3456. Meetings, how called ; stock votes.

3457. Officers when not to vote on proxies.

##### SECTION.

3458. Stock not to be voted on, if assessments are unpaid.

3459. Deposit to be made before applying for approval of layout.

SEC. 3454. All railroad companies which transport passengers or freight on their roads otherwise than by G. S. 1875, 319, § 1.



What railroads included in the provisions of this chapter.

G. S. 1875, 319.

§ 2.  
Company officers and by-laws.

animal power alone, shall have all the powers and be subject to all the provisions contained in the succeeding sections of this chapter respecting such companies, except when otherwise specially provided in their charters.

SEC. 3455. The direction of the affairs of every such company shall be vested in a board of not less than nine directors annually chosen by the company, who may fill any vacancies which may occur in their number, and shall elect one of their own number president of the board, who shall also be president of the company, and may also choose a secretary who shall also be secretary of the company, and be sworn to a faithful discharge of his duty, and a treasurer, who shall give bonds to the company in such sum as shall be required by the by-laws, for the faithful discharge of his trust, and such other officers as they may deem expedient, and may make by-laws and regulations in regard to the management of the stock, property, and affairs of said company.

G. S. 1875, 319.

§ 4.  
Meetings, how called; stock votes.

SEC. 3456. All meetings of the company shall be called in such a manner as shall be provided in the by-laws, and at such meetings each member shall be entitled to one vote for each share held by him.

G. S. 1875, 319.

§ 5.  
Officers, when not to vote on stock of others.

SEC. 3457. Every railroad company may prohibit the officers from voting in the election of directors upon any other stock than their own; and no officer of such company shall request any stockholder to execute a power of attorney to vote upon his stock; and no person shall be allowed to vote by virtue of a power so obtained; and any person who shall violate the provisions of this section shall be disqualified from holding any office in said company for one year thereafter.

G. S. 1875, 319.

§ 6.  
Stock not to be voted on, if assessments are unpaid.

SEC. 3458. No subscriber to the capital stock of any railroad company shall be allowed to vote on any of said stock, unless all assessments or installments on it, legally called in by such company, shall have been paid in full.

1892, ch. 20  
Deposit to be made by railroad company before applying for approval of layout of its road.

SEC. 3459. Every railroad company, before applying to the Railroad Commissioners for their approval of the location of its road, shall deposit with the State Treasurer a sum equal to eleven dollars per mile of the length of its proposed road in this State. And the Comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses and salaries of the board, estimating the length of its main track or tracks as equal to said proposed length of road. And the Treasurer shall deduct the amount so apportioned to such company from said deposit, and return the remainder to the treasurer of such company.

*Chapter CCXIV.*

## LOCATION AND CONSTRUCTION.

## SECTION.

3460. What lands may be taken.  
 3461. Alteration of location.  
 3462. Where land is cut off from access to highway.  
 3463. Not to be laid out through cemetery.  
 3464. How lands may be taken.  
 3465. Damages, if road is never actually opened.  
 3466. Condemnation of easements, etc., reserved in a grant to the company.  
 3467. Owners may require a plan of land taken.  
 3468. Map of road to be filed with town clerk.  
 3469. Statement to be filed with Secretary.  
 3470. Payment of laborers.  
 3471. Crossing other roads.  
 3472. Contracts with connecting roads.  
 3473. Leases of railroads regulated.  
 3474. Record of conveyance or lease of interest in location.  
 3475. Certificate of assignment, etc., of interest in location, to be recorded.  
 3476. Crossing highways or water-courses.  
 3477. Appeals from order authorizing crossing of streams.  
 3478. Warning boards at grade crossings.  
 3479. Right of way, how obtained on altering highways.  
 3480. To be constructed so as not to cross highways at grade, etc.  
 3481. New highway crossing railroads, how constructed.

## SECTION.

3482. Commissioners to direct as to structure of bridge over railroad.  
 3483. Alteration of highway crossed at grade.  
 3484. Taking of land for the purpose.  
 3485. Penalty for non-compliance.  
 3486. Change of highway dangerous from proximity to railroad newly located.  
 3487. Such highways when the railroad has been heretofore constructed.  
 3488. Repairs and maintenance of changed highway.  
 3489. Proceedings to secure safety of highway crossings.  
 3490. Assessment of damages.  
 3491. Appeal.  
 3492. Commissioners may forbid the use of certain tracks for switching purposes.  
 3493. May regulate the use of such tracks, on petition, etc.  
 3494. Penalty for non-compliance with order.  
 3495. Appeal from such order.  
 3496. General penalty in absence of special penalty.  
 3497. Forfeiture, how recovered.  
 3498. Commissioners may regulate the speed of cars at crossings, etc.; general authority regarding crossings; penalty.  
 3499. Guarding rails at grade crossings.  
 3500. Covered bridges, height of.

SEC. 3460. Every railroad company may lay out its road not exceeding six rods wide, and for the purpose of cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much more real estate within the limits of its charter as may be necessary for the proper construction and security of the road ; but no real estate without the limits of said road shall be so taken without the permission of the parties interested therein, unless the Railroad Commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for said purposes, and no railroad shall lay out and finally locate its road without the written approbation of the location by said commissioners ; and any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, provided such change is made before the construction of said road or of said section or part thereof has been commenced, and is made with the written approbation of said commissioners ; and provided, that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by said company as provided by law.

G. S. 1875, 321, § 18.

1883, ch. 131.

Company may lay out road and take land, on payment of appraisal.

Commissioners shall prescribe limits.

G. S. 1875, 321,  
§ 19.  
1882, ch. 140.  
Alteration of  
location.

SEC. 3461. Every railroad company, after its line of road shall have been located, approved, and established, may so far alter the location of such road as to change the radius of its curves, straighten and improve its lines, width, and extent of depot grounds, slopes, and embankments, and extend its lines of sight, when such changes are approved by the Railroad Commissioners, and may take lands for additional tracks, turnouts, and freight and passenger stations, and depots, also for the purpose of supplying water for the use of its engines and stations. A certificate of which changes or taking, duly signed by such commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes or taking is made.

Certificate of  
alteration to be  
recorded.

1884, ch. 88.  
Where land is  
taken and other  
land is thereby  
cut off from  
practical access  
to the highway.

SEC. 3462. When any railroad company shall take land for railroad purposes, the effect of which is to cut off other land from practical access to the highway, said railroad may, with the approval of the Railroad Commissioners, take additional land, sufficient to procure a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Said way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

1881, ch. 154.  
Railroad not to  
be laid out  
through  
cemetery.

SEC. 3463. No railroad company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the Railroad Commissioners, when called upon to approve the proposed lay-out of said road, shall find that said cemetery, or the approach thereto, was located for the purpose of obstructing such lay-out, or unless said commissioners shall unanimously approve such lay-out or location.

G. S. 1875, 321,  
§ 20.  
Land, how  
taken, ap-  
praisal, dam-  
ages, etc.  
21 Conn., 294.  
26 Conn., 249.

SEC. 3464. When any railroad company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties interested therein, it may apply to any judge of the Superior Court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall



appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damage, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad ; and shall return an appraisal of such damages in writing, under their hands, to the clerk of the Superior Court in the county where the estate lies, who shall record it ; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised ; and said appraisers shall be paid by said company for the time actually spent in making such appraisal and return ; but no railroad shall be worked upon, or opened across any real estate, until the damages appraised to any person interested therein shall have been paid or secured to be paid to his satisfaction, or deposited with the treasurer of the county for his use.

SEC. 3465. When any real estate shall have been laid out for railroad purposes, and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same shall have been opened and worked, no such execution shall issue, nor shall an action be brought against said company for the recovery of such damages by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as afore-said ; but any such owner may recover of such company the actual damage which he may have suffered in consequence of the laying out of the road, or for any unreasonable delay in opening and working the same.

G. S. 1875, 322,  
§ 21.  
Land owners to  
recover actual  
damages only,  
where road is  
discontinued  
before opened  
and worked.

SEC. 3466. When any grant or conveyance to any railroad company of any parcel or parcels of land or right of way reserves any right, title, interest, easement, or privilege in such land, or subjects such company to special conditions or covenants, which reservations, conditions, or covenants may interfere with the furnishing by said company of reasonable and proper depot accommodations to the public, and such company cannot agree with the party or parties in interest as to the compensation or damages to be paid for the release of such reservation, condition, or covenant, such company may, with the approval of the Railroad Commissioners, condemn such reservation, condition, covenant or restriction in the same manner as is provided in this chapter for taking, appraising, and paying for land.

1876, ch. 63.  
Condemnation  
by a railroad  
company of  
easements, etc.,  
reserved in the  
grant of land to  
the company.

G. S. 1875, 322,  
§ 22.

Owners may  
require a plan  
of land taken.

SEC. 3467. When any railroad company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of such property so taken and said company shall within thirty days deliver to him such description ; and if it fail to do so, all its rights to enter upon or use said property, except for making surveys, shall be suspended until it shall have so delivered such description.

G. S. 1875, 322,  
§ 23.

Corporation to  
deposit plan of  
road with town  
clerk.

SEC. 3468. Within ninety days after the railroad of any company shall have been laid out in any town and approved by the Railroad Commissioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of said railroad as lies in said town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course, and the width of the land taken.

G. S. 1875, 322,  
§ 24.

Location of  
road to be filed  
in Secretary's  
office.

SEC. 3469. Every railroad company shall, within six months after the final location of its road, file a statement of such location, defining the courses and distances, with the Secretary of the State.

G. S. 1875, 322,  
§ 25.

Security from  
contractors for  
paying laborers;  
liability of com-  
pany therefor.

SEC. 3470. Every railroad company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment of all labor thereafter performed in constructing the road by persons in their employ ; and the company shall be liable to the laborers employed for labor actually performed on the road, if they, within twenty days after the completion of such labor, shall, in writing, notify its treasurer that they have not been paid by the contractors.

1882, ch. 138.

1883, ch. 130.

Crossing of one  
railroad by  
another.

SEC. 3471. Any railroad company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same ; and if it cannot agree with such other railroad company, or the managers thereof, as to such crossing or connection, the Railroad Commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the several companies in interest to appear and be heard in relation to the matters contained in such notices, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary ; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the Railroad Commissioners shall be judges of the

question of practicability. But this section shall not affect any existing grade crossing, or any grade crossing which has been authorized or approved by the Railroad Commissioners, or the crossing of the New York & New England Railroad by the Hartford & Connecticut Valley Railroad, authorized by the General Assembly at its January, 1882, session, nor shall it apply to the New Canaan Railroad, nor the Meriden & Cromwell Railroad.

SEC. 3472. Any railroad company may make lawful contracts with any other railroad company with whose railway its tracks may connect or intersect in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such railway company, and may construct branches from the main line to any place in this State, subject to the provisions of this title.

Existing crossings, and certain railroad and other crossings not affected.

G. S. 1875, 323, § 27. Contracts with connecting or intersecting roads.

SEC. 3473. No lease of any railroad made after April 25, 1878, shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the company or companies that are parties to the lease, by a vote of two-thirds of the stock represented in person or by proxy, at a meeting of the stockholders called for that purpose, and at least one month's notice given of such meeting by advertising twice a week for four weeks in a daily paper published in the State, and also by mailing a copy of the call and of the lease to each stockholder; and said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1878, ch. 65. Leases of railroads regulated.

SEC. 3474. All conveyances by any railroad company, or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease, whether now in force or hereafter executed, for a term exceeding one year, shall, be recorded by the grantee or lessee in the office of the Secretary of the State.

1887, ch. 76. Record of conveyance or lease of interest in location.

SEC. 3475. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroads, acquired under any such conveyance as specified in the preceding section, or by virtue of the general laws of the State, may be recorded in like manner, and with the same effect.

1887, ch. 76. Certificate of assignment, release, or foreclosure, may be recorded.

SEC. 3476. When it shall be necessary for the construction of a railroad to intersect or cross any water-course not navigable, or any public highway, the railroad company may construct said railroad across or

G. S. 1875, 323, § 28. Crossing high-ways or water-courses. 27 Conn., 146.



upon the same if the Railroad Commissioners shall judge it necessary ; but said company shall restore said water-course or highway thus intersected to its former state, or in a sufficient manner not to impair its usefulness ; and in case any highway is so located that said railroad cannot be judiciously constructed across or upon the same without interfering therewith, said company may, with the consent of said Commissioners, cause such highway to be changed or altered, so that said railroad may be made on the best site for that purpose ; but said company shall put such highway in as good situation and repair as it was previous to such alteration under the direction of said Commissioners, whose determination thereon shall be final.

G. S. 1875, 323,  
§ 29.  
Appeals from  
order authoriz-  
ing the crossing  
of non-navi-  
gable streams.

SEC. 3477. When any railroad company shall be authorized by the Railroad Commissioners to cross any stream of water, or water-course, not navigable, or pond of water, an appeal shall be allowed to any interested person aggrieved by such permission, to any judge of the Superior Court, within twenty days after the owners of the land adjoining said stream, at the point of said crossing, shall have had actual notice of the manner in which said Commissioners have permitted said stream to be crossed ; which appeal shall be by a suitable petition, in writing, for a hearing in regard to the crossing, with a citation attached thereto, returnable within twelve days after its date, and served at least five days before the return day, upon such company. And said judge shall have for the purpose of disposing of said appeal, all the powers of the Superior Court, and may proceed, by himself, or by committee, to a hearing in regard to the propriety of said manner of crossing ; and may render a decree either establishing more and sufficient water-way at the place of crossing, or providing such method of crossing that the usefulness and safety of said stream may be preserved, and that the safety of the public may not be endangered ; or may confirm said mode of crossing ; and if said alteration is so decreed may award costs against said company ; and if said mode of crossing is confirmed, may award cost against the appellants, and may issue execution in favor of either party for costs to be taxed as in civil actions in court. Said appeal shall be a *supersedeas*, so far as said crossing is concerned, until judgment shall be rendered thereon by said judge.

Award of costs.

G. S. 1875, 324,  
§ 31.  
Warning boards  
at grade cross-  
ings.

SEC. 3478. Every railroad company shall keep and maintain at each crossing at grade of any highway, at which there is no gate, warning boards of such a description as the the Railroad Commissioners may approve.

SEC. 3479. When any highway or street shall be changed or altered by any railroad company with the consent of the Railroad Commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither said company nor the town in which such change shall be made has any right of way, and said company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

G. S. 1875, 324.  
§ 32.  
Right of way  
for highways  
for railroads,  
how obtained.

SEC. 3480. Every railroad company which may locate and construct a railroad across any turnpike, highway, or public street, shall construct it so as to cross over or under the same; and may, under the direction of the Railroad Commissioners, raise or lower the same at said crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the Railroad Commissioners shall order, and the convenience and safety of the public travel upon said turnpike, highway, or street may require; but the Railroad Commissioners may, upon due notice to said company and to the selectmen of the town or mayor of the city in which said crossing is situated, direct such company or trustee to construct its railroad at such crossing upon a level with the turnpike, highway, or street; but no such direction shall be given in any case, except for special reasons which shall be recorded in the records of the Railroad Commissioners.

1883, ch. 107.  
Railroads to be  
constructed so  
as not to cross  
highways at  
grade, etc.  
39 Conn., 128.,  
54 Conn., 574.

SEC. 3481. When a new highway or a new portion of a highway shall hereafter be constructed across a railroad, such highway or portion of highway shall pass over or under the railroad, as the Railroad Commissioners shall direct. The railroad company operating such railroad shall construct such crossing to the approval of the Railroad Commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of lands by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway or portion of highway. If said highway shall cross over said railroad, the structure necessary therefor shall be maintained and kept in repair by the party bound to maintain said highway; but if it shall cross under said railroad, such

1883, ch. 107.  
New highway  
crossing rail-  
road, how con-  
structed.  
55 Conn., 19.

Expense, how  
defrayed.

structure shall be maintained and kept in repair by said company.

1887, ch. 63.  
Railroad Com-  
missioners to  
direct as to  
structure of  
bridge over  
railroad.

SEC. 3482. When a highway, or portion of a highway, has been or shall be laid out or ordered to be laid out across a railroad, and the Railroad Commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed ; and said commissioners may require such bridge to extend beyond the railroad crossed by it, but in cases pending June first, 1887, said commissioners may determine the length, width, and material of such bridge at any stage of the proceedings.

1884, ch. 100.  
Alteration of  
highway  
crossed at  
grade.  
53 Conn., 367.

SEC. 3483. The Railroad Commissioners may, when in their opinion public safety requires an alteration of any highway crossed at grade by a railroad, after a hearing had upon such notice as they shall deem reasonable to the railroad company owning or operating said railroad, and to the selectmen of the town, mayor of the city, or warden of the borough within which said highway is situated, and to the owners of the land adjoining said crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time ; provided, that in no case shall more than one-half the expense be paid by the town, city, or borough aforesaid ; and provided, that such alterations as are made at the primary instance of the Railroad Commissioners shall not be ordered at the rate of more than one a year on any one railroad, except in the case of railroads having a double track throughout their entire length. Railroad companies may take land for the purposes of this section, in the manner provided by law for the taking of lands by railroad companies.

1883, ch. 107.  
Taking of land  
for the purpose.

SEC. 3484. No lands shall be taken by any railroad company for the purpose mentioned in the preceding section, except such as are necessary, which necessity shall be certified by the Railroad Commissioners ; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1884, ch. 100.  
Penalty for non-  
compliance.

SEC. 3485. Every railroad company which shall fail to comply with any provision of sections 3480, 3481, 3483, and 3484, shall forfeit to the town in which such crossing is situated, one hundred dollars for each and every month of such non-compliance. In each and



every instance of such non-compliance the Railroad Commissioners shall give notice of all such forfeitures to said town, which shall collect the same.

SEC. 3486. When a railroad has been laid out or located so near to a highway and in the same general direction, as, in the opinion of the selectmen of any town, warden of any borough, or mayor of any city, within which the said highway is situated, to endanger public travel, the said selectmen, warden, or mayor may bring their petition to the Railroad Commissioners, setting forth the same; and the said commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires, and a change of the location of such highway is practicable, forthwith order said railroad company to make said change, in such manner as the Commissioners may determine; and such change, including the cost of fencing such re-located highway, shall be done at the expense of said railroad company.

1884, ch. 106.  
Change of highway dangerous from proximity to railroad newly located.

SEC. 3487. In case any railroad has been heretofore constructed so near any highway in any town, city, or borough, as, in the opinion of the selectmen, mayor, or warden, of such town, city, or borough, respectively, to endanger public travel, said selectmen, mayor or warden, may bring their petition to the Railroad Commissioners, who shall inquire into the facts, and, if in their judgment public safety so requires, may order the location of said highway to be changed, and determine by whom the work shall be done, and the expense of such change, including the cost of fencing, shall be paid equally by said town, city, or borough, and said railroad company.

1884, ch. 106.  
Such highways when the railroad has been heretofore constructed.

SEC. 3488. When the Railroad Commissioners, in accepting the layout of any railroad company, have in such acceptance, provided that portions of such railroad should not be constructed until certain highways should be re-located, changed, or altered by such railroad company, and the obligation of repairing or maintaining the whole or any part of such highways devolves by law upon any person or corporation other than the town, city, or borough, within which such highway may be located, such provision of said commissioners shall be binding upon said railroad company, and it shall be the duty of said railroad company to maintain and repair said highway so re-located, altered, or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such re-location, change, or alteration. For the

1884, ch. 106.  
Repairs and maintenance of changed highway.

purposes of this and the two preceding sections, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such railroad company may use the material and abutments of any existing bridge, in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. The selectmen of any such town are hereby authorized to discontinue such parts of the old highway as in their judgment are not of common convenience and necessity.

1876, ch. 36.  
1877, ch. 8.  
Proceedings to  
secure safety of  
highway at  
railroad cross-  
ings.

SEC. 3489. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the Railroad Commissioners, therein alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or railroad, or the removal of obstructions to the sight at such crossing, and praying that the same be ordered. Whereupon the Railroad Commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable, to said petitioner, the railroad company, and to the owners of the land adjoining such crossing, and after such notice and hearing, said commissioners shall determine what alterations or removals shall be made, by whom done, and at whose expense.

1876, ch. 36.  
Assessment of  
damages.

SEC. 3490. In case the party by whom the changes are to be made cannot agree with the owner of the land or other property to be removed or taken under the said decision of the Railroad Commissioners, the damages shall be assessed in the same manner as is provided in case of land taken by railroad companies. The expense of such assessment to be paid in the same manner as the expense of the alterations.

1876, ch. 36.  
1877, ch. 8.  
Appeal.

SEC. 3491. The decision of the Commissioners shall be communicated to the petitioners, to the railroad company, and to the owners of any property directed to be removed or taken, within twenty days after final hearing, and any person aggrieved by such decision may appeal therefrom in the same manner and with like effect as is provided in the case of appeals from any

order of the Railroad Commissioners upon any proceedings relative to the location, abandonment, or changing of depots or stations.

SEC. 3492. The Railroad Commissioners are empowered and authorized to order any railroad company not to use for switching purposes, nor for standing trains of any kind, such portion of its tracks upon or across any public street or highway as in their opinion the public convenience requires should not be so used, and may limit the number of tracks, other than main tracks, which a railroad company may lay upon or across a public street or highway for side tracks or for switching purposes, and may order a railroad company to remove such of the side tracks or switching tracks now laid upon or across any public street or highway as said commissioners may deem public convenience or safety requires should be removed.

1884, ch. 100.  
Commissioners may forbid the use of certain tracks for switching purposes, etc.

SEC. 3493. Said commissioners, when requested in writing by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to forbid the use for switching purposes of the tracks of any railroad company where the same cross any public street or highway within said town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request, and, if public convenience requires, shall order the company operating said railroad not to use the same or such part thereof as may be specified in said order for switching purposes, and may make any order regulating such switching that they shall deem proper, and, upon like application and notice, shall make such orders in regard to the laying of railroad tracks for side tracks or for switching purposes upon or across such streets or highways, or for the removal of such tracks already laid, as they may judge proper. Said Commissioners may change any such order when they deem it necessary, first visiting said town, city, or borough, and giving the authorities thereof an opportunity to be heard thereon.

1884, ch. 100.  
Upon petition, etc., Commissioners may make orders regulating the use of tracks for switching.

SEC. 3494. Any railroad company neglecting or refusing to obey any order of the Railroad Commissioners provided for in the two preceding sections, shall forfeit to the town in which such crossing is situated, one hundred dollars for each and every month of such non-compliance.

1884, ch. 100.  
Penalty for non-compliance with order.

SEC. 3495. When said commissioners, on application as prescribed in section 3493, shall make an order as provided therein, or refuse to make the same, their de-

1884, ch. 100.  
Appeal from such order.



cision shall be communicated to the parties in interest within twenty days from the final hearing on the same, and either party aggrieved by such decision may appeal therefrom to the Superior Court in the manner and with the like effect as provided for appeals in section 3518, and the Superior Court, may at any time, upon application of either party, with due notice to adverse parties, amend or change any order passed as aforesaid.

1884, ch. 153.  
General penalty  
in absence of  
special penalty.

SEC. 3496. When any railroad company shall fail to comply with any order of the Railroad Commissioners regarding any highway crossing, or any order of said Commissioners made in pursuance of the laws of this State, for which failure no other penalty is provided, said railroad company shall forfeit to the town within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1884, ch. 53.  
Forfeitures, how  
recovered.

SEC. 3497. All forfeitures, not otherwise provided for, accruing to the State from any railroad company by reason of any neglect or refusal to comply with the orders of the Railroad Commissioners, shall be recovered by the Treasurer of the State in an action upon the respective statutes providing for such forfeitures.

1883, ch. 106.  
Commissioners  
may regulate  
the speed of cars  
at crossings,  
etc.; general  
authority re-  
garding cross-  
ings.

SEC. 3498. The Railroad Commissioners are empowered to make orders for the regulation of the speed at which railroad locomotives and cars shall cross streets and highways; and orders regulating the obstruction of streets and highways by railroad locomotives and cars; and generally to make any and all orders regarding the crossing of streets and highways by railroad locomotives and cars, that the public may be inconvenienced as little as possible thereby. Every railroad company which shall violate any such order, shall forfeit to the State fifty dollars for each day of such violation.

Penalty.

1884, ch. 35.  
Guarding rails  
at grade cross-  
ings.

SEC. 3499. When any railroad is crossed by a highway on a level therewith, the company operating said railroad shall, at its own expense, so guard or protect its rails by plank, timber, or otherwise as to secure a safe and easy passage across its road. And if the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the Railroad Commissioners that any company has failed to comply with the requirements of this section in regard to any highway within their town, city, or borough respectively, said Commissioners shall examine said crossing and make such order as they may deem necessary to carry out the provisions of this section.

SEC. 3500. All covered bridges constructed on the line of any railroad shall not be less than eighteen feet in height from the top surface of the rail laid in the track on the bridge to the under side of the cross-beams overhead.

G. S. 1875, 324, § 33.  
Covered bridges, height of.

Chapter CCXV.

RAILROAD BRIDGES AND BRIDGE GUARDS.

SECTION.  
3501. Railroad companies to erect bridge guards.  
3502. Penalty for neglect.  
3503. Footways upon railroad bridges.  
3504. Cattle guards.  
3505. Fences.  
3506. Commissioners may make orders relative to fences.  
3507. Penalty for neglect.

SECTION.  
3508. When duty of adjoining owner is neglected.  
3509. When fence is to be maintained jointly.  
3510. Roads operated by trustees.  
3511. State's Attorney to complain, if company neglects to repair highway.  
3512. Taking land to make changes recommended.

SEC. 3501. Every railroad company shall, if required by the Railroad Commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad less than eighteen feet in height above the tracks; such bridge guards to be approved by the Railroad Commissioners, and to be erected and adjusted to their satisfaction.

1878, ch. 101.  
Railroad companies to erect bridge guards.

SEC. 3502. Every railroad company refusing or neglecting to comply with the provisions of the preceding section shall for each month of continuance in such refusal or neglect, forfeit and pay to any person who shall sue therefor, the sum of fifty dollars.

1878, ch. 101.  
Penalty for neglect.

SEC. 3503. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the Railroad Commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. And if said Commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway; provided, such footway be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, used, and maintained as not to interfere with the necessary and proper use of such bridge or causeway of such company.

G. S. 1875, 324, § 34.  
Footways upon railroad bridges.

G. S. 1875, 326,  
§ 45.  
Cattle guards  
27 Conn., 479.

SEC. 3504. Every railroad company shall construct suitable cattle guards and fences therefrom at all crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the Railroad Commissioners deem it unnecessary.

1881, ch. 66.  
Fencing of rail-  
roads.

SEC. 3505. Every railroad company shall erect and maintain fences on the sides of the railroads operated by it at such place or places as the Railroad Commissioners shall direct ; and every railroad company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall cause sufficient fences to be erected and maintained on the sides of such railroads, except at such place or places as the Railroad Commissioners shall adjudge them unnecessary ; such fences to be erected by all companies hereafter organized, within twelve months after they enter upon and take possession of the lands through which their railroads pass.

1881, ch. 66.  
Commissioners  
may make or-  
ders relative to  
fences.

SEC. 3506. Said commissioners shall make special investigation as to the necessity or condition of the fences on the line of any railroad, when so requested in writing and when judged necessary shall issue their order directing the company operating said railroad to erect or repair said fences. Said order shall specify the place or places, the manner in which and the time within which the fence is to be erected or repaired, which order shall be served upon said company by some indifferent person by leaving with its secretary, or at his usual place of abode, a true and attested copy thereof within six days from its date.

1881, ch. 66.  
Penalty for neg-  
lect.

SEC. 3507. If any railroad company shall neglect to comply with any such order it shall forfeit to the State one hundred dollars per month for each and every month of such neglect. The Railroad Commissioners shall give notice of all such forfeitures to the State Treasurer, who shall collect the same. And any person who, without neglect on his part, shall suffer damage by reason of the neglect of any railroad company to erect or maintain fences as required by law, may recover such damage from such company.

1881, ch. 66.  
When the duty  
of owner of ad-  
joining land to  
maintain fence  
is neglected.

SEC. 3508. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between said land and said railroad, and such owner shall have unduly neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the Railroad Commissioners, said company may collect the cost of erecting and maintaining such fence from such



owner. Such cost shall be a lien in favor of such company on said land, and it shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien, but shall not continue in force unless said company shall, within sixty days after the completion of said fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of said fence, which certificate shall be recorded by said town clerk on the land records of said town.

SEC. 3509. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and the same shall have been so erected or maintained by any company by order of the Railroad Commissioners as aforesaid, said railroad company may collect one-half of the cost of erecting and maintaining the same from such owner, and the same shall be a lien on the lands of such owner as provided in the preceding section.

1881, ch. 66.  
When fence is  
to be main-  
tained jointly.

SEC. 3510. When any railroad shall be operated by a trustee or trustees, the duties and liabilities imposed, and the rights conferred by the five preceding sections upon companies operating railroads are hereby imposed and conferred upon such trustee or trustees. All orders of the Commissioners upon such trustees shall be served by leaving a true and attested copy of such order with or at the usual place of abode of one of such trustees, by some indifferent person, within six days of the date thereof.

1881, ch. 66.  
Roads operated  
by trustees.

SEC. 3511. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling or abutment, which it is its duty to maintain; the State's Attorney in any county wherein such neglect exists, or in which the whole or any part of said highway or bridge is situated, shall make complaint thereof to the Superior Court for such county, which shall proceed in the same manner against said railroad company as is required against towns neglecting to construct any road laid out by the Superior Court, or to keep in repair any public road within their limits, which it is their duty to construct or keep in repair.

G. S. 1875, 326,  
§ 46.  
State's Attor-  
ney to complain  
if company neg-  
lects to repair  
highway.

1887, ch. 30.  
Taking of prop-  
erty by railroad  
companies in  
certain cases.

SEC. 3512. When the Railroad Commissioners shall recommend to any railroad company that any changes or alterations ought to be made in the roadway or bridges of such railroad company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or estate, or any interest in or to the same, such company may condemn and take such property, estate, or interest, in the same manner as is provided for taking, appraising, and paying for land, in section 3464.

### Chapter CCXVI.

#### DEPOTS.

##### SECTION.

3513. When railroad trains to stop near villages.  
3514. Stations, how established on petition to judge of Superior Court.  
3515. Security for compensation of engineer.  
3516. Stations not to be abandoned, without approval of commissioners.

##### SECTION.

3517. Abandoned stations, how re-established.  
3518. Appeals from Railroad Commissioners.  
3519. Application to Superior Court to compel stoppage of trains at depots.  
3520. Hearing before committee.  
3521. Report of committee.  
3522. Order of court, how enforced; costs.

G. S. 1875, 326,  
§ 47.

When railroad  
trains shall stop  
near villages.

SEC. 3513. When the business center of any village containing two hundred inhabitants is more than one and half a mile from the nearest station on a railroad, and not more than one-third of a mile from said road, the Railroad Commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon said railroad, at or near said village, for the purpose of receiving and discharging passengers and freight, as they shall deem just and reasonable; and no railroad company whose trains may be thus required to stop, shall charge more than five cents for each mile and fraction of a mile, for transporting passengers between such stopping-place and the next station.

G. S. 1875, 327,  
§ 48.  
Stations, how  
established.

SEC. 3514. When twenty electors shall present their petition to a judge of the Superior Court, alleging that the managers of any unfinished railroad ought to establish a station at or near a place named, and that they have reason to fear that said managers do not intend so to do, he shall, after due notice to said managers, appoint a practical engineer skilled in the construction of railroads, who, after being duly sworn, shall with the Railroad Commissioners, hear said petition, after due notice to all parties in interest; and if on such hearing said commissioners concur with said engineer in finding such petition true, they shall in writing design-

nate the place within the limits embraced in said petition, where said company shall establish and maintain a suitable station; and said company shall establish and maintain said station at such place; if the Commissioners shall concur with said engineer in finding said petition untrue, they shall dismiss the same; and if said engineer shall not occur with said Commissioners, he and they shall each make a written report of the facts found by them, respectively, and of their respective opinions thereon, to said judge, who shall thereupon make such order as, upon an examination of said reports, he may deem reasonable; and any order so made by him against said company shall be binding upon it.

Petition to be dismissed if found untrue; engineer and commissioners to make separate reports, if they disagree.

SEC. 3515. Said judge may at any time require said petitioners, on penalty of dismissal of their petition, to give such security as he shall order for the payment of such fees and expenses of said engineer as shall be taxed by him after due hearing of the parties thereon, which shall be paid by the petitioners; but, if said judge shall so order, the whole or a part thereof shall be refunded by said company to the petitioners.

G. S. 1875, 327, § 49. Security for compensation of engineer.

SEC. 3516. No railroad company shall abandon any station on its road, in this State, after the same has been established for twelve months, except with the approval of the Railroad Commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in said station for one month previous to the hearing.

G. S. 1875, 327, § 50. Stations not to be discontinued without approval of commissioners.

SEC. 3517. Any station on any railroad in this State, which was abandoned between the first day of January and the fourth day of July, 1866, shall upon the petition to the Railroad Commissioners of thirty freeholders residing in the town where said station was located, be restored, upon the approval of said commissioners given after a public hearing held at the station nearest to said abandoned station, and after notice of said hearing shall have been conspicuously posted at the place of hearing for one month previously to the hearing.

G. S. 1875, 327, § 51. Abandoned stations how re-established. 37 Conn., 153.

SEC. 3518. Any person aggrieved by any order of the Railroad Commissioners, upon any proceeding relative to the location, abandonment, or changing of depots or stations, to which he was or ought to have been made a party, may appeal from the same to the Superior Court of the county in which the cause of appeal shall arise, within twenty days after the publication of such order, by a petition in writing, with a proper citation, signed by competent authority, to all parties to said proceedings having an interest adverse to him, to be served

G. S. 1875, 327, § 52. Appeals from Railroad Commissioners.



upon them at least five days before the return day ; and said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper; and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from, until the final action of said court thereon, and said final order may be enforced by said court by attachment, *mandamus*, or otherwise, as it shall deem proper.

G. S. 1875, 328,  
§ 53.  
Application to  
Superior Court  
to compel com-  
panies to stop  
passenger trains  
at depots.

SEC. 3519. When any railroad company in this State shall refuse to stop any of its passenger trains at any station, ten freeholders of the town in which such station is situated may make their application in writing to the Superior Court, and if said court is not in session, to any judge thereof, praying that said company may be ordered to stop the train or trains mentioned in said application at said station, to which application a citation shall be annexed, and the same shall be served upon such company at least six days before the return day named therein.

G. S. 1875, 328,  
§ 54.  
Hearing before  
committee.

SEC. 3520. Said court, or judge, as the case may be, shall appoint a committee of three disinterested persons who, being first duly sworn, shall hear and decide upon said application at such time and place and with such notice to those interested as said court or judge shall order ; and if said committee shall be of opinion that said application ought to be granted, they may order said company to stop its train or trains in the manner prescribed in said order, and make such other order as they shall deem just and reasonable, and shall make return of their doings to the next session of said court.

G. S. 1875, 328,  
§ 55.  
Report of com-  
mittee

SEC. 3521. Upon such return, either party may object to the acceptance of the same for irregularity or improper conduct, and the court for such cause may set it aside and order a rehearing; but if the court accept the same it shall be conclusive, and said company shall obey said order.

G. S. 1875, 328,  
§ 56.  
Order, how  
enforced; costs.

SEC. 3522. Said order may be enforced by *mandamus*, and the costs of said proceeding may be taxed by said committee against either or both of said parties.

*Chapter CCXVII.*

OBLIGATIONS OF AND TO COMPANIES.

SECTION.

- 3523. Railroad trains on Sunday restricted.
- 3524. Freight not to be handled on Sunday between certain hours.
- 3525. Penalty.
- 3526. Rates of fare on Sunday trains; penalty.
- 3527. Construction of preceding sections.
- 3528. Companies to use standard time.
- 3529. To afford each other mutual facilities.
- 3530. How compelled to make proper connections.
- 3531. To maintain safe approaches to stations.
- 3532. Trunk roads to afford equal facilities to intersecting roads.
- 3533. How to compel them to do this.
- 3534. Order by Commissioners as to railroad connections.
- 3535. All connecting roads to have equal facilities.
- 3536. Penalty.
- 3537. Freight cars to be provided with safety couplers.
- 3538. Such couplers to be approved by Commissioners.
- 3539. Penalty.
- 3540. Connecting aprons; hand-cars not to be left near crossings; drinking-water for passengers; baggage checks; names of depots to be posted up; designation of destination of trains.
- 3541. Fraudulent evasion of payment of fare.
- 3542. Change in commutation fares.
- 3543. Transportation of milk.
- 3544. Penalty for refusing to transport milk.
- 3545. Freight charges for shorter distance not to exceed charges for longer distance.
- 3546. Penalty.
- 3547. Penalty for refusing to transport material for repair of another road.

SECTION.

- 3548. Penalty for refusing to give receipt.
- 3549. Certain employees to wear badges.
- 3550. Trespasses on cars or track, and on platform at station.
- 3551. Complaint by railroad agents.
- 3552. Punishment.
- 3553. Engines, bells, and whistles.
- 3554. To be sounded at crossings.
- 3555. May be sounded by assistant engineer or fireman.
- 3556. Commissioners may require sounding of whistle at crossings.
- 3557. Engineers to have copies of this law, and be sworn to obey it.
- 3558. Blowing of whistle dispensed with, when.
- 3559. Duty of companies in that case.
- 3560. Stopping trains at bridges and crossings.
- 3561. Penalty.
- 3562. Duty of Commissioners on complaint of interference with navigation by use of draw-bridges.
- 3563. Stopping trains at depot near draw-bridges.
- 3564. Switches at railroad junctions.
- 3565. Special order by Commissioners as to passing crossings without stopping.
- 3566. Number of brakemen required on a train.
- 3567. Companies to give notice to Commissioners of accidents, etc.
- 3568. Trains to be provided with hospital stretcher.
- 3569. Commissioners may make orders relative to heating and lighting cars, and report neglect to General Assembly.

SEC. 3523. No railroad company shall run any train on any road operated by it within this State, between sunrise and sunset on Sunday, except from necessity or mercy; provided, that before ten o'clock and thirty minutes in the forenoon and after three o'clock in the afternoon it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the Railroad Commissioners of this State, on application made to them on the ground that the same are required by the public necessity, or for the preservation of freight. 1887, ch. 11.  
Railroad trains  
on Sunday  
restricted.

SEC. 3524. No railroad company shall permit the handling, the loading, or the unloading of freight on any road operated by it, or at any of its depots or stations within this State, between sunrise and sunset on Sunday, except from necessity or mercy. 1887, ch. 11.  
Freight not to  
be handled on  
Sunday  
between cer-  
tain hours.

SEC. 3525. Every railroad company which shall violate any of the provisions of the two preceding sections shall forfeit to the State the sum of two hundred and fifty dollars for any such violation. 1887, ch. 11.  
Penalty.

1887, ch. 11.  
Rates of fare on  
Sunday trains. SEC. 3526. No railroad company shall transport passengers, on Sunday, upon any train deemed necessary according to the intent of section 3523, for less than the highest regular fare collected on week days, and no commutation, special bargain, or season or mileage ticket shall include or provide for any travel on said day, under penalty of a forfeiture to the State of fifty dollars for each and every violation of this provision.

Penalty.

1887, ch. 11.  
Construction of  
preceding  
sections. SEC. 3527. The provisions of the four preceding sections shall not affect statutes which prohibit secular work or recreation on Sunday, except so far as they may be found in their operation to be inconsistent with them.

1883, ch. 54.  
Railroad com-  
panies to use  
standard time. SEC. 3528. Every railroad company in their public advertisements and time tables, shall make use of the standard time of this State for all stations within the State, and every railroad company which violates this section shall forfeit to the State twenty-five dollars.

Penalty.

G. S. 1875, 328,  
§ 57.  
Companies to  
afford each  
other mutual  
facilities. SEC. 3529. Every railroad company shall run its trains each way for passengers at such times and in such manner as to afford reasonable facilities for receiving passengers from, and delivering them to the other railroads in this State, connected therewith; and when the business connections of the railroad of any company with the railroad of any other company are not convenient and reasonable for the accommodation of passengers over said road, said company shall make such connections as the public travel and business may require.

G. S. 1875, 328,  
§ 58.  
How compelled  
to make proper  
connections. SEC. 3530. Any person who shall be aggrieved by the neglect of any railroad company to make such connections, may prefer a petition against such company to any judge of the Superior Court, who is not a resident of the county in which the grievance complained of exists, averring such neglect, which petition shall be served upon the respondents at least twelve days before it is made returnable; and said judge shall, by himself or by a committee, inquire into the allegations of the petition, after such notice of the hearing as he shall order, and, if the allegations in the petition are found to be true, shall order such company to make such connections, on penalty of forfeiting to the petitioner not less than fifty dollars for each day that it shall fail to comply with said order; and in such case the judge may tax costs at his discretion, and issue execution therefor.

1883, ch. 84.  
Providing safe  
approaches to  
railroad  
stations. SEC. 3531. Every railroad company shall maintain a safe approach for carriages to all its passenger stations from a contiguous or neighboring highway, and shall not permit such approach to be obstructed in any man-



ner for a reasonable time before and after the arrival of every passenger train stopping at such station. The Railroad Commissioners are empowered to make such orders as they deem necessary and reasonable in each case to which their attention is called. Every railroad company violating such an order of the Railroad Commissioners shall forfeit to the State one hundred dollars for every day that such order is violated. Penalty.

SEC. 3532. When the railroad of any company, being a trunk road, shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk railroads, equal facilities, including price and rates, shall be afforded by the company operating said trunk road to each of said competing roads in the interchange of cars and transportation of freight, as well as in ticketing passengers and checking baggage. G. S. 1875, 329, § 59. Trunk roads to afford equal facilities to intersecting roads.

SEC. 3533. If any such competing railroad company shall at any time deem itself aggrieved in reference to such facilities, its managers may complain to the Railroad Commissioners, who, after due notice and hearing, shall prescribe such regulations as will, in their judgment, secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of said railroad companies; and the Superior Court may compel the performance thereof, by attachment, *mandamus*, or otherwise, and the expenses of the proceedings shall be paid by said parties, as shall be determined on by said court. G. S. 1875, 329, § 60. How to compel companies to furnish such facilities.

SEC. 3534. When it shall appear to the Railroad Commissioners, by the written complaint of the president, or a majority of the directors, of any railroad company in this State, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any other railroad connected with such railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, said Commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint, and on such hearing, if good and sufficient cause exist, shall make such regulations in relation thereto as they shall deem proper; and any railroad company neglecting to comply with such regulations shall forfeit to the State twenty-five dollars for each day of such neglect. G. S. 185, 329, § 61. Order by Railroad Commissioners as to connections as to be made.

SEC 3535. Every railroad company owning or operating any railroad, located wholly or in part within G. S. 1875, 329, § 62.

All connecting roads to have equal facilities.

this State, which connects with any other railroad in this State, shall receive, and with reasonable dispatch draw over the same, the passengers, merchandise, and cars of the company owning or operating such connecting railroad, and shall not in any manner discriminate as to time and price for such hauling against said connecting railroad in favor of other shippers at said point of connection ; and if any such company shall fail so to do, complaint may be made thereof by such connecting railroad to the Railroad Commissioners, who, after reasonable notice to such company complained of, shall, if upon a hearing they find the complaint true, order such company. to receive and forward, as herein provided for, such passengers, merchandise, and cars as may be delivered to it by said connecting railroad.

G. S. 1875, 330,  
§ 63.  
Penalty.

SEC. 3536. Every railroad company refusing to conform to any order made, as specified in the preceding section, shall be fined twenty-five dollars.

1882, ch. 55.  
Freight cars to be provided with safety couplers.

SEC. 3537. Every railroad company, operating any railroad located partially or wholly in this State, shall cause every freight car that shall be built or purchased for use on such railroad, to be provided with couplers so arranged as to render the presence of any person between the ends of the cars unnecessary for the purpose of coupling the same.

1882, ch. 55.  
Such couplers to be approved by Railroad Commissioners.

SEC. 3538. No couplers shall be placed on any freight cars built or purchased as specified in the preceding section, nor shall any new couplers be substituted for any in use, until the same shall have been approved by the Railroad Commissioners, and such couplers shall be hung at such height above the face of the railroad track as shall be designated by such Commissioners.

1882, ch. 55.  
Penalty.

SEC. 3539. Every railroad company which shall permit a violation of the two preceding sections, shall forfeit to the State for every such violation the sum of fifty dollars.

G. S. 1875, 330,  
§ 64.  
Connecting aprons.

SEC. 3540. Every railroad company shall provide its passenger, baggage, mail, and express cars with suitable platforms to secure the safety of persons passing from car to car, or connecting aprons or bridges, to the approbation of said Commissioners, except that freight or baggage cars need not be thus connected with the platform of a passenger car attached to a freight train; shall not allow any hand-car, or other car not moved by steam belonging to it, and used upon its railroad, when removed from the railroad track (except when placed in a building prepared for it). to remain within fifty feet of any road or highway crossing said track; shall from the

Hand-cars.

first day of May until the first day of November, annually, carry through each passenger car, once an hour, a suitable quantity of good drinking water for the free use of the passengers, with suitable appurtenances for carrying it, and a clean glass tumbler for using it; shall give each passenger, who shall be separated from his baggage by said company, a receipt or check for it at the time of receiving it; and shall conspicuously post on each passenger depot building the name of the station, and on each passenger car which leaves the *termini* of their own or any other road, a legible card or cards, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which the trains are next to move, unless such cards shall be dispensed with by the commissioners.

Drinking water.

Checks for baggage.

Name of station.

Designation of way and express trains.

SEC. 3541. No person shall fraudulently evade or attempt to evade, the payment of any fare lawfully established by a railroad company, and whoever does not, upon demand, first pay such fare, shall not be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off from trains between stations.

G. S. 1875, 330, § 65. Penalty for fraudulently evading payment of fare.

SEC. 3542. No railroad company which has had a system of commutation fares in force for more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation; and such price shall, in no case, be raised to an extent that shall alter the ratio as it existed on the first day of July, 1865, between such commutation and the rates then charged for way fare, on the railroad of such company.

G. S. 1875, 330, § 66. Change in commutation fares.

SEC. 3543. Every railroad company shall transport milk for every person by the same trains and upon the same conditions as it transports milk for any other person.

G. S. 1875, 330, § 67. Transportation of milk.

SEC. 3544. Every railroad company which shall willfully refuse to transport milk for any person according to law, shall forfeit twenty dollars to him who shall sue therefor.

G. S. 1875, 530, §§ 41, 42. Penalty for refusing to transport milk.

SEC. 3545. No railroad company shall charge or receive for the transportation of freight to any station on its road a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight from the same original point of departure, and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive for the transportation of freight to any station on the road of either of them a greater sum than

1885, ch. 82. Freight charges for shorter distance not to be more than for a longer distance.



is at the time charged or received for the transportation of the like kind and quantity of freight from the same original point of departure and under similar circumstances to a station at a greater distance on the road of either of them in the same direction. In the construction of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1885, ch. 82.  
Penalty.

SEC. 3546. Every railroad company which violates any provision of the preceding section, in addition to the liability for all damages sustained by reason of such violation, shall forfeit two hundred dollars, to be recovered to his own use, by the party aggrieved, or to the use of the State by the State's Attorney of the county in which such violation was committed, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

1879, ch. 115.  
Penalty for refusing to transport material for repair of another road.

SEC. 3547. Every railroad company which shall refuse to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit not less than fifty nor more than three hundred dollars, half to him who shall sue therefor, and half to the State.

G. S. 1875, 530,  
§ 45.  
Penalty for refusing to give receipt.

SEC. 3548. Every railroad company which shall refuse to give a receipt to the owner or shipper of any commodity, delivered to it for transportation, describing such commodity, shall forfeit to such owner or shipper, fifty dollars.

G. S. 1875, 330,  
§ 68.  
Certain employees to wear badges.

SEC. 3549. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any railroad company, shall wear, when on duty, in a conspicuous place, a badge denoting their respective duties, and the name of such company.

G. S. 1875, 330,  
§ 69.  
Leaving on car platforms or grounds, or driving on track.

SEC. 3550. No person shall, without the permission of the managers of the railroad, be upon, or attach himself to, any engine or car upon the track of any railroad, or occupy any part of the platform or grounds of any railroad station, nor ride, drive, or lead any beast on said track, except for the purpose of crossing it.

G. S. 1875, 330,  
§ 70.  
Agents of companies to make complaint.

SEC. 3551. Every station agent of any railroad company, who shall know or have immediate information that any person has violated any provision of the preceding section, shall forthwith notify a grand juror or other informing officer of the town in which said offense shall have been committed.

SEC. 3552. Every person who shall violate any provision of the two preceding sections, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

G. S. 1875, 331,  
§ 71.  
Punishment.

SEC. 3553. Every engine used upon any railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer, and in good order for use.

G. S. 1875, 331,  
§ 72.  
Engines to have bell and whistle.

SEC. 3554. Every person controlling the motions of any engine upon any railroad, shall commence sounding the bell or steam whistle attached to such engine when such engine shall be approaching, and within eighty rods of the place where said railroad crosses any highway at grade, and keep such bell or whistle occasionally sounding until such engine has crossed such highway; and the railroad company in whose employment he may be shall pay all damages which may accrue to any person in consequence of any omission to comply with the provisions of this section; and no railroad company shall knowingly employ any engineer who has been twice convicted of violating the provisions of this section.

G. S. 1875, 331,  
§ 73.  
Engineers to sound bell or whistle when crossing highways, etc.

SEC. 3555. Every engineer in charge of a locomotive engine may direct and authorize any fireman or assistant engineer who is under his authority at the time, to perform the duties imposed upon such engineer by the preceding section, but nothing in this section shall be construed as relieving the engineer from any liability or responsibility.

1887, ch. 27.  
Assistant engineer or fireman may sound bell or whistle at crossing.  
Engineer's responsibility no relieved.

SEC. 3556. When it shall appear to the Railroad Commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they shall deem proper.

1882, ch. 94.  
Commissioners may, upon complaint, require sounding of whistle at crossing.

SEC. 3557. No railroad company shall permit any person to drive any engine upon any railroad operated by such company unless he shall have first received a printed copy of this section and of sections 3553 and 3554, and shall have made oath that he will faithfully comply with the provisions thereof.

G. S. 1875, 331,  
§ 74.  
Engineers to have copies of this law and be sworn to obey it.

SEC. 3558. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, shall bring their petition in writing to the Railroad Commissioners, representing that the interests of the public require that the

1881, ch. 41.  
1886, ch. 40.  
Blowing of whistle dispensed with, when.

blowing of the locomotive whistle upon a railroad at certain points within the limits of such town, city, or borough, should be dispensed with, said commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the railroad company in question ; and if after such hearing they shall be of opinion that the sounding of the whistle can be dispensed with, without danger to the public, they shall direct said railroad company to omit the same, and require any other signal which said commissioners shall judge best in lieu thereof, at such points as they may specify.

1881, ch. 41.  
Duty of companies.

SEC. 3559. When any railroad company shall receive such directions from the Railroad Commissioners, it shall thereafter omit the sounding of the whistle at the points named in said order.

G. S. 1875, 331,  
§ 75.  
Trains to  
stop before  
crossing draw-  
bridge, or rail-  
road crossing.

SEC. 3560. All railroad trains shall be brought to a full stop, at a distance not less than two hundred feet, nor more than eight hundred feet, from the draw in every draw-bridge upon the line of the railroad over which they are to be run, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the Railroad Commissioners may in writing authorize the passing of any draw or any railroad crossing, without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

G. S. 1875, 331,  
§ 76.  
Penalty for  
violation.

SEC. 3561. Every person running such a train, who shall violate the provisions of the preceding section, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of any railroad company who shall knowingly permit any violation of the same, shall be fined five hundred dollars.

1885, ch. 81.  
Duty of commissioners on  
complaint of interference with  
navigation by  
use of draw-  
bridge.

SEC. 3562. It shall be the duty of the Railroad Commissioners to investigate any and all complaints made to them of interference with navigation in the uses of draw-bridges over any navigable waters in this State, and to make such orders in reference thereto as will in their judgment remove, so far as possible, all just cause of grievance consistent with the rights of parties that may be affected thereby, and the public safety.

G. S. 1875, 331,  
§ 77.  
Passenger  
trains to stop at  
nearest regular  
station to a  
draw-bridge.

SEC. 3563. All trains which are obliged to come to a full stop before crossing any draw-bridge, shall, when the Railroad Commissioners shall so order, stop at the regular station nearest to such draw-bridge for a sufficient length of time to accommodate passengers who may



desire to enter or leave said trains, if said station is in full view of said draw-bridge, and not more than one hundred and twenty rods therefrom.

SEC. 3564. No railroad company shall permit any passenger train to be run over any switch, at any railroad junction of different roads, or any station where such train does not regularly stop, or is not then to be stopped, unless there be, at the time when such train shall arrive near such switch, a switchman standing at such junction switch, or the station switch so first approached with a white flag by day, or a light at night, to indicate that such switches are in a proper position for the passage of such train ; or unless, in the absence of such switchman, said train shall first be brought to a full stop, at the distance of not less than two hundred feet, nor more than seven hundred feet therefrom ; and every person who shall run a train over any such switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both ; and the president and directors of any railroad company, who shall permit such train to be run over any such switch, contrary to the provisions of this section, shall be fined five hundred dollars ; but the Railroad Commissioners may dispense with any such switchmen.

G. S. 1875, 331.  
§ 78.  
Switches at railroad junctions.

SEC. 3565. The Commissioners may permit passenger trains to be run past any switch, station, or highway crossing, without stopping, at such rate of speed as they may prescribe, upon the provision by said company of such safeguards for the protection of its passengers and the public as said Commissioners may require ; and for neglecting to make such provision, such company shall pay a fine of five hundred dollars.

G. S. 1875, 332,  
§ 79.  
When trains may pass switch, etc., without stopping.

SEC. 3566. Upon every train run, or intended to be run, upon any railroad in this State, at a greater average speed than thirty miles an hour, between stations, and consisting of more than two passenger cars, one brakeman shall be kept at the brake of each car ; but when the double-action brake is used on any such train, but one brakeman need be kept upon and for every two cars connected with such train ; and the Railroad Commissioners may grant permission to any railroad company to reduce the number of brakemen required upon passenger trains, when such company may have adopted a system of brakes to be operated by the engineer, which in the opinion of said Commissioners may render such number of brakemen unnecessary ; but said Commissioners may revoke such permission when they consider

G. S. 1875, 332,  
§ 80.  
Number of brakemen on train.

the public safety requires ; and on such revocation such company shall place upon its train the number of brakemen required by law.

G. S. 1875, 332,  
§ 81.  
1881, ch. 10.  
Companies to  
give notice to  
Commissioners  
of accidents.

SEC. 3567. Every railroad company shall, within twenty-four hours after the occurrence of any accident attended with personal injury, give notice of the same to the Railroad Commissioners, in writing, who, upon receiving such notice, or upon public rumor of such accident, may repair, or dispatch one of their number to the scene of said accident, and inquire into the facts and circumstances thereof ; and the Commissioners shall without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to any disaster, and the names of the persons from whom the same was obtained, or by whom the same may be proved.

1883, ch. 117.  
Railroad trains  
to be provided  
with hospital  
stretcher.

SEC. 3568. Every railroad company shall provide and cause to be placed in some car attached to every train passing over such railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

1837, ch. 90.  
Railroad Com-  
missioners may  
make orders  
and report neg-  
lect to General  
Assembly.

SEC. 3569. The Railroad Commissioners may make any and all orders which shall seem to them to be required by public safety and prudence relative to heating and lighting passenger cars, and shall report any neglect by any railroad companies, to comply with such orders, to the General Assembly at its next regular session.

### Chapter CCXVIII.

#### BONDS AND MORTGAGES.

##### SECTION.

- 3570. Loans and bonds.
- 3571. Mortgage of road.
- 3572. Mortgages including rolling stock, etc., and foreclosure of same.
- 3573. Surrender of road to mortgage trustees.
- 3574. Limitation of liability of trustees in possession.
- 3575. Return and record of inventory.

##### SECTION.

- 3576. Rendition of quarterly accounts; foreclosure.
- 3577. Removal of trustees.
- 3578. Rights of prior incumbrancers saved.
- 3579. Trustees to have the powers of the company.
- 3580. Expenses and compensation of trustees.

G. S. 1875, 332,  
§ 82.  
1882, ch. 140, § 4.  
Corporation  
may borrow  
money and  
issue bonds.

SEC. 3570. Every railroad company may borrow money, and may secure the repayment of the same by its bonds, signed by its president, and countersigned by its treasurer ; but before being issued said bonds shall be registered in the office of the Comptroller, and a certificate thereof shall appear on the face of each bond ; and the Comptroller shall cancel any bonds so registered which may be brought to him for that purpose, and enter said act of canceling in his register ; but no rail-

road company shall issue any bonds of a less denomination than one hundred dollars, nor have bonds outstanding at any one time to a greater amount than one-half the actual cost of the construction of said railroad, or than one-half the sum which its president, treasurer, and an engineer, approved by the Railroad Commissioners, shall certify under oath has been actually expended upon its railroad, and any false swearing in the matter shall be perjury, and the Comptroller shall not permit the bonds of any railroad company, registered in his office, and uncanceled, to exceed the amount limited in this section. Such company may dispose of its bonds as shall be authorized by its stockholders. May sell bonds.

SEC. 3571. The company may secure said bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the Treasurer of the State, and his successors in office, in trust for the holders of said bonds, and recorded in the office of the Secretary of the State. G. S. 1875, 333, § 83. Railroad may be mortgaged to secure bonds.

SEC. 3572. When any railroad company has mortgaged, or shall mortgage its railroad, pursuant to law, to secure its bonds, and has included or shall include in said mortgages all or any part of its rolling stock, locomotives, and cars, whether those owned by it at the date of said mortgage, or those thereafter to be acquired by it for use upon said railroad, or both, such mortgage shall be deemed valid and effectual, as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the Secretary of the State shall be a sufficient record and notice to protect the title under the mortgage, notwithstanding such company may remain in possession of all or any part of the mortgaged property. 1877, ch 38. Mortgages of railroad property and foreclosure of same.

SEC. 3573. When any railroad company shall have mortgaged its property or any part thereof, to any person, in trust, for the security of its creditors, or for the security of any class of them, and shall have made default in the payment of principal or interest, due to such creditors, any such creditor may bring his complaint to the Superior Court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in the possession of such property, for the benefit of such creditors; and such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall G. S. 1875, 333, § 84. Surrender of road to mortgage trustees



decree that the said company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

G. S. 1875, 333,  
§ 85.  
Limitation of  
liability of  
trustees in pos-  
session.

SEC. 3574. When any such trustee shall have taken possession of any property in pursuance of the provisions of the preceding section, or in pursuance of any authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad, or railroad property, for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any cause or injury arising from the operation of such road, or while he may operate it; except for his willful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors, for whose benefit he may act; and any proceeding for the purpose of making such property liable, shall be brought against such trustee, describing him as such.

Trust estate  
liable for acts of  
trustee.

G. S. 1875, 333,  
§ 86.  
Trustee to make  
and return in-  
ventory.  
26 Conn., 121.

SEC. 3575. The trustee, upon taking possession of such property, shall make an inventory of all which may come into his possession under oath, and lodge it for record in the office of the Secretary of the State; and if any other property shall, from time to time, be discovered by him, he shall make and lodge a like inventory, under oath, as aforesaid.

G. S. 1875, 333  
§ 87.  
Trustee to ren-  
der quarterly  
accounts to  
Secretary.

May foreclose  
for the bond-  
holders.

SEC. 3576. The trustee shall, from time to time, while operating such road, file his account, quarterly, in the office of the Secretary of the State, of all moneys received or disbursed by him, in the course of his agency; and may proceed at his discretion, in the Superior Court, in any county in which such railroad, or any part thereof, is located, to foreclose said railroad company, and all subsequent incumbrancers, for the use of the bondholders, or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary proceedings for the foreclosure of real property.

G. S. 1875, 334,  
§ 88.  
Superior Court  
may remove  
trustee for  
cause and ap-  
point another.

SEC. 3577. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor, represented by such trustee, may apply to the Superior Court in any county in which such railroad or any part thereof is located, for the removal of such trustee, which application shall be heard at the first session of said court; and upon such facts being found true, such court may remove the trustee from his office, and appoint another in his stead.

SEC. 3578. Nothing in the five preceding sections shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers, or their trustees.

G. S. 1875, 334, § 89. Rights of prior incumbrancers not to be affected.

SEC. 3579. When any such railroad is in the possession of an assignee, or trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred by such persons so in possession, in good faith, to improve the lines of the railroads so in their charge, shall be reimbursed to them from the earnings of such railroad while they have the possession thereof.

G. S. 1875, 334, § 90. Trustees to have the same powers, etc., as the corporation.

SEC. 3580. The expenses of operating such railroad, or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances, which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee, by the Superior Court, shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

G. S. 1875, 334, § 91. Expenses of road, damages, compensation of trustee, etc., to be deducted from earnings.

Chapter CCXIX.

MISCELLANEOUS PROVISIONS.

SECTION.  
3581. Responsibility for fire communicated by engine; insurable interest in land exposed.  
3582. Notice of claim for damages by fire.

SECTION.  
3583. Appraisal of damages for land condemned shall not include risk of fire.  
3584. Water-closets at stations.  
3585. Duties of railroad companies, on whom obligatory.

SEC. 3581. When any injury is done to a building or other property of any person, by fire communicated by a locomotive engine of any railroad company, without contributory negligence on the part of the person entitled to the care and possession of the property injured, the said railroad company shall be held responsible in damages to the extent of such injury to the person so injured; and every railroad company shall have an insurable interest in the property for which it may be so held responsible in damages along its route, and may procure insurance thereon in its own behalf.

1881, ch. 92. Responsibility for fire communicated by engine.  
52 Conn., 264.  
54 Conn., 447.  
Company has insurable interest in property exposed to such fire.

1881, ch. 92.  
Notice of claim  
for damages by  
fire.

SEC. 3582. No action shall be brought under the preceding section unless written notice of the claim is given to the defendant company within twenty days after the fire, specifying the day and hour of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

1881, ch. 92.  
Appraisal of  
damages for  
land con-  
demned shall  
not include risk  
of fire.

SEC. 3583. No appraisal or damages for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings erected on or to be erected on land outside of such location, on account of sparks from locomotive engines on such railroad.

1882, ch. 47.  
Water-closets  
stations.

SEC. 3584. Every railroad company operating steam railroads in this State shall maintain at each regular passenger depot on the railroad operated by them respectively, such suitable water-closets as in the judgment of the Railroad Commissioners the public convenience may require; and said commissioners may make all necessary orders in the premises, and enforce the same by *mandamus*, in the name of the State.

1884, ch. 110.  
Duties of  
"railroad com-  
panies," on  
whom obliga-  
tory.

SEC. 3585. All duties and obligations imposed by law upon railroad companies, in reference to returns to be made to the Comptroller or Railroad Commissioners, are hereby made obligatory and binding upon such corporations, and upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power.

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### Chapter CCXX.

#### RETURNS.

##### SECTION.

3586. Forms for returns.

3587. When to be made; to be signed and  
sworn to.

3588. Penalty for neglect.

##### SECTION.

3589. Commissioners may require amend-  
ment of defective returns, under pen-  
alty.

3590. To be made by lessors.

1878, ch. 60.  
Form of rail-  
road company's  
returns.

SEC. 3586. The Railroad Commissioners shall, on or before the first day of September, annually, furnish to the company or trustees operating each railroad duplicate blank forms for returns, as follows:

Return of the \_\_\_\_\_ Railroad Company  
for the year ending September 30, 18—



## EARNINGS AND EXPENSES.

*Statement of Gross Earnings.*

From passenger transportation.

"	freight transportation.
"	United States mails.
"	express.
"	rents.
"	other sources (specifying each).
	Total gross earnings.

*Statement of Operating Expenses.*

For repairs of road-bed and track.

"	"	bridges.		
"	"	fences.		
"	"	buildings and fixtures.		
"	"	locomotives.		
"	"	cars.		
"	"	machinery and tools.		
"		salaries and labor, not included above.		
"		fuel for locomotives and	{ ——— tons of coal,	\$
		cars, . . . . .	} ——— cords of wood,	\$
"		fuel for stations and	{ ——— tons of coal,	\$
		shops, . . . . .	} ——— cords of wood,	\$
"		oil and waste.		
"		damages, losses, and gratuities,	{ ——— to persons,	\$
			} ——— to property,	\$
"		insurance.		
"		rents of other roads (naming each).		
"		other operating expenses (in detail).		
		Total operating expenses.		
		Net earnings (or deficit).		

*Statement of the Costs of Betterments Charged to Operating Expenses Accounts.*

Specify the costs of betterments and the account to which the same is charged.

### TOTAL RECEIPTS AND EXPENDITURES.

*Statement of Receipts from all Sources.*

Cash on hand at date of last report.	
Bills and accounts receivable at date of last report.	
Receipts from gross earning, as stated.	
“ “ other sources (specifying each).	
Total.	

## RAILROAD COMMISSIONERS' REPORT.

*Statement of Total Expenditures.*

For operating expenses (as stated).  
 " taxes.  
 " interest.  
 " dividends — number, —; rate per cent., —; date  
     when paid.  
 " construction, equipment, or property account, giving  
     each separately.  
 " any other purposes (in detail).  
 Bills and accounts receivable this date.  
 Cash on hand to balance.  
     Total.

## GENERAL BALANCE SHEET.

Showing condition of accounts at close of business,  
     September 30, 18—.

*Assets.*

Construction account.  
 Equipment account.  
 Other permanent investments (in detail).  
 Sinking fund.  
 Materials on hand.  
 Accounts receivable.  
 Other assets (in detail).  
 Cash on hand.  
     Total.

*Liabilities.*

Capital stock.  
 Bonds payable, or funded debt.  
 Bills payable, or unfunded debt.  
 Accounts payable.  
 Other liabilities (in detail).  
 Profit and loss.  
     Total.

*Present or Contingent Liabilities, not included in Balance Sheet.*

Bonds guaranteed by this company, or a lien on its road  
 Over-due interest on the same.  
 Over-due interest on bonds issued by this company.  
 Any other liabilities.

GENERAL INFORMATION.

*Capital Stock.*

Capital stock authorized by charter.

“ “ by vote of company.

“ issued, ——— full shares of \$ ——— each.

“ “ ——— shares, subject to further assessment, \$ ———.

Amount credited on ——— shares not issued.

Stock issued for cash.

Stock issued for bonds.

Stock issued for stock of other corporations (naming such corporations).

Stock issued for undivided earnings.

Stock issued for increased valuation of road, or equipment, or both.

Stock issued without any payment thereon, or in any manner or for any purpose not named above, stating the amount in each case separately, and including the remainder of the stock issued.

Amount of stock held in Connecticut.

Number of stockholders residing in Connecticut.

Whole number of stockholders.

*Bonds or Funded Debt.*

Describe all issues in the following manner (and if any bonds issued by other parties have been guaranteed by this company, or a lien on its road, describe them in the same manner, and state also by whom issued), viz.:

First mortgage due ———. Rate of interest, ———.

Interest paid to ———.

*Description of Road.*

Date when road or different portions thereof were opened for public use, viz.:

From ——— to ———.

	In Conn.	Total.
Length of main line from ——— to ———.		
“ branches and names from ———		
to ———.		
“ all branches.		
“ road (main line and branches)		
owned by the company.		
“ double track road, { in main line,		
{ in branches,		



Length of sidings or other tracks not included above.

“ track of road, including branches and sidings in single track miles.

“ track laid with steel rails (weight per yard, \_\_\_\_\_ lbs.).

Weight per yard of iron rails in main line, \_\_\_\_\_ lbs.

Weight per yard of iron rails in branches, \_\_\_\_\_ lbs.

Miles of track laid with steel rails during the year (No. of tons, \_\_\_\_\_; weight per yard, \_\_\_\_\_ lbs.; cost, \$\_\_\_\_\_).

Miles of track laid with new iron rails during the year (No. of tons, \_\_\_\_\_; weight per yard, \_\_\_\_\_ lbs.; cost, \$\_\_\_\_\_).

No. of new ties put in track during the year (cost, \$\_\_\_\_\_).

Aggregate length of wooden bridges, in feet.

No. of spans of 25 feet or over.

Aggregate length of iron bridges, in feet.

No. of spans of 25 feet or over.

Aggregate length of stone arch bridges, in feet

No. of highway crossings over the track.

“ “ “ under the track.

“ “ “ at grade.

“ “ “ “ with gates.

“ “ “ “ “ flagmen.

“ “ “ “ “ electric signals.

No. of railroads crossed at grade, and names of each.

Name, termini, and length of each road operated by this company under lease or contract.

Length of all roads operated by this company.

No. of stations on main line.

“ “ branches.

“ “ leased lines.

#### *Equipment.*

No. of locomotives (not including switching engines).

Average weight of same, including tender, water, and fuel.

No. of switching engines.

- " passenger cars.
- " baggage and mail cars.
- " merchandise cars.
- " coal, gravel, and other cars.
- " locomotives equipped with train brakes.
- " cars                   "                   "                   "                   "

Name of brake.

No. of passenger train cars with patent platform, buffer, and coupler.

Name of patent.

*Fares, Freight, etc.*

Average rate per mile received from passengers on roads operated by this company, excluding season-ticket passengers.

Average rate per mile for season-ticket passengers, reckoning one round trip per day to each ticket.

Average rate of fare per mile from all passengers.

Total number of passengers carried.

Passenger mileage, or passengers carried one mile.

Miles run by passenger trains.

" " freight trains.

" " all other trains.

Total miles run.

Total number of tons of freight carried.

Freight mileage, or tons carried one mile.

Average rate of freight per ton per mile.

No. of men employed in operating road, including officers.

Statement of each accident in detail.

Names and residences of officers.

Proper address of the company.

SEC. 3587. All companies or trustees receiving such blank forms shall return one of them to the Commissioners on or before the fifteenth day of November, in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president and treasurer of the company, or by a majority of the trustees making the same.

1878, ch. 60.  
1883, ch. 66.  
When returns  
to be made.

To be signed  
and sworn to.

SEC. 3588. Every company whose president and treasurer, or trustees, shall refuse or neglect to make such returns shall forfeit to the State twenty-five dollars for

1878, ch. 60.  
Penalty for  
neglect.

Books to be open to inspection of committee of General Assembly.

1878, ch. 60.  
Returns to conform strictly to the forms.

Commissioners may require amendment of defective returns, under penalty.

1884, ch. 110.  
Returns to be made by lessors of railroad.

each day of such neglect or refusal, and said Commissioners shall report such forfeiture to the Treasurer, and the books of every railroad company shall at all times be open to the inspection of any committee of the General Assembly, appointed for that purpose.

SEC. 3589. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers or trustees find it impracticable to return all the items in detail as required, they shall, in their report, give the reasons why they cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. And when any such returns seem to said Commissioners defective or erroneous, they shall notify the company or trustees making the same, and require the amendments of such returns within fifteen days, under the same penalty as is provided for refusing or neglecting to make returns.

SEC. 3590. The officers, trustees, or receivers of every railroad company which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road shall make returns to the Railroad Commissioners of the leased road, separate and apart from the business of the lessee, and in the same manner that the officers of said leased railroad would be required to make returns had it not been leased.

#### CONNECTICUT CENTRAL RAILROAD.

##### SECTION.

3591. Connecting roads to furnish and be furnished with accommodations, etc.  
3592. When companies disagree as to such accommodations.

##### SECTION.

3593. Preceding sections confined to Connecticut Central and Rockville railroads and their connections.

1878, ch. 89.  
Connections of Connecticut Central Railroad.

SEC. 3591. When the railroad of the Connecticut Central Railroad Company, or any of its branches, meets or lawfully crosses another railroad at the same level therewith, the company by which either of said railroads is owned or operated may, with the written consent of the Railroad Commissioners, and upon such terms as said Commissioners shall, after due hearing, prescribe, enter its road upon or unite the same with and use the road for the other; but no locomotive engine or other motive power shall be allowed to run upon a railroad except such as is owned or controlled by the company owning or operating such railroads or with the consent of such company; and every such company shall, at all reasonable times, and for a reasonable com-

Connecting roads to furnish mutual accommodations, etc.



pensation, draw over its railroad the passengers, merchandise, and cars of the other, and each of them shall for a reasonable compensation provide upon its railroad convenient and suitable depot accommodations for the passengers and merchandise of the other road passing to and over it, and shall receive and deliver the same in the manner it receives and delivers its own passengers and freight.

SEC. 3592. If the companies cannot agree upon the stated periods at which the cars of one shall be drawn over the other, and the compensation to be paid therefor, or cannot agree upon the terms and conditions upon which the accommodation shall be furnished for the passengers and merchandise of the other, the Railroad Commissioners, upon the petition of either party and notice to the other, shall hear the parties and shall in each case determine (having reference to the convenience and interests of the companies and of the public to be accommodated thereby) the stated periods for drawing cars and the compensation therefor, or the terms and conditions for passengers and merchandise, or the requisite terminal accommodations as aforesaid; and said commissioners upon the application of either party shall determine all questions between the parties in relation to the transportation of freight and passengers, and other business upon and connected with said railroads in which they are jointly interested, and the manner in which the business shall be done, and apportion to each company its respective share of the expenses, receipts, and income of the same. And the award of the commissioners, or a major part of them, shall be binding upon the respective companies interested therein for one year, or until the commissioners shall revise and alter the same; provided, however, that any railroad company aggrieved by any order of the Railroad Commissioners, made under the provisions of this chapter, may appeal from the same to the Superior Court of the county wherein said railroads meet, within twenty days of the date of such order, in the same manner that appeals are allowed upon any proceeding relative to the location, abandonment, or changing of depots or stations.

SEC. 3593. The provisions of the two preceding sections shall apply to the Connecticut Central and such other railroads whose tracks are now intersected or crossed by the track or tracks of said Connecticut Central Railroad; and also to the Rockville Railroad and to such other railroads as connect therewith or are intersected thereby, and to the several railroad compa-

1878, ch. 89.

When companies disagree as to such accommodations, etc., Railroad Commissioners may determine the matter.

Appeal from Commissioners.

1878, ch. 89.

1879, ch. 90. Preceding sections confined to the Connecticut Central and Rockville Railroads and their connections.

nies owning or operating said respective railroads; but none of said provisions shall apply to any other railroad.

*Title LXVII, Chap. 224.*

GENERAL PENALTY.

G. S. 1875, 340,  
§ 1.  
Penalty.

SEC. 3607. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not less than ten nor more than five hundred dollars.

*Title LXVIII, Chap. 231.*

1878, ch. 131, § 1.  
Board of civil  
engineers or  
supervisors,  
how consti-  
tuted.

SEC. 3696. The member of the Board of Railroad Commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this State, to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where by the breaking away of the same, life or property may be in danger of destruction.

STATE OFFICERS.

G. S. 1875, 173,  
ch. 2.  
Railroad Com-  
missioners.  
1885, ch. 119.  
Chief clerks.

SEC. 3706. . . . the Railroad Commissioners, each, three thousand dollars.

The chief clerks of the . . . Railroad Commissioners, . . . each eighteen hundred dollars.

G. S. 1875, 154,  
§ 12.  
Property ex-  
empt from taxa-  
tion.  
Certain railroad  
bonds.

SEC. 3820. The following property shall be exempt from taxation: . . . bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Wilimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in section 3920.

G. S. 1875, 115,  
§ 16.  
Property taxed  
out of this State,  
exempt.

SEC. 3830. The list of any person need not include any property situated in another State, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such State, to the same extent as other like property, owned by its citizens; but the provisions of this section shall not apply to moneys loaned by residents of this State to any party

out of this State, as money at interest; nor to bonds issued by, or loans made to, any railroad company, located out of this State, when such bonds are owned, and loans made, by residents of this State.

SEC. 3835. Every dwelling-house, belonging to any railroad company, shall be set in the list, and be liable to taxation, in the town where said dwelling-house is situated, notwithstanding the fact that the same may be rented to, or occupied by an employee of said railroad company, and the amount paid for taxes on any such dwelling-house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the State.

1887, ch. 54.  
Taxation of  
dwelling-  
houses belong-  
ing to railroad  
companies.

SEC. 3919. The secretary or treasurer of every railroad company, any portion of whose road is in this State, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver shall, on or before the fifteenth day of November, annually, deliver to the Comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely, the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding said thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in section 3820, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee or receiver, the amount paid for taxes in this State during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes. the whole length of the road, and the length of those portions thereof lying without this State.

G. S. 1875, 168,  
§ 5.  
1876, ch. 81.  
1882, ch. 69, 138  
1887, ch. 117,  
§ 1  
Returns by  
railroad  
companies.  
48 Conn., 44.

SEC. 3920. Every such railroad company, trustee, or receiver shall, on or before the twenty-fifth day of

G. S. 1875, 168  
§ 6  
1876, ch. 9.



1882, ch. 69.  
1837, ch. 117,  
§ 2.  
Amount of  
tax to be paid  
by railroad  
companies.  
36 Conn., 255.  
40 Conn., 496.

November, annually, pay to the State one per cent. of the valuation, made and corrected by the Board of Equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this State during the year upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this State for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this State.

G. S. 1875, 168,  
§ 7.  
1832, ch. 69.  
When only part  
of the railroad  
lies in this  
State.

SEC. 3921. When only part of a railroad lies in this State, the company owning such road shall pay one per cent. on such proportion of the above named valuation as the length of its road lying in this State bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this State, which the Board of Equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the Board of Equalization, and such railroad company shall pay to the Treasurer of this State one per cent. on such value at the time fixed in the preceding section for the payment of other railroad taxes, and when any such sum becomes due, and such company shall not then have the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the State within the time above prescribed.

G. S. 1875, 169,  
§ 8.  
Lessee of  
railroad may  
deduct taxes  
from rent.

SEC. 3922. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862, may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

1881, ch. 153.  
Where railroad  
company leases.

SEC. 3923. Every railroad company in this State, which holds by lease or otherwise, a railroad in another

State, which is not a part of its own road, shall state in its annual return for the purposes of taxation, how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for any amount which has been expended by it in the construction or permanent improvement of such railroad in another State, or in the purchase of equipment for exclusive use thereon ; and in computing the amount of tax to be paid by said company to this State, the amount of such funded or floating debt, and of such stock so occasioned or issued as aforesaid, shall be first deducted from the total amount of its funded and floating debt and stock.

SEC. 3924. The mortgagees or trustees of any railroad lying in whole or in part in this State, who have, or shall hereafter come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the Comptroller a sworn statement of the value of said road, its equipment and other property located in this State, and in their hands, as such mortgagees or trustees.

1875, ch. 61.  
Trustees in possession of mortgaged railroad to make annual returns.

SEC. 3925. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the State a sum equal to one per cent. on the value of said road, equipment and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes.

1875, ch. 61.  
Tax on railroad mortgagees or trustees.

SEC. 3926. In all cases in which the road and estate of any railroad company shall have been, or shall hereafter be foreclosed under any mortgage executed by it for the security of its creditors, and any other railroad company shall have or shall hereafter become, by purchase or otherwise, the owner of said road and estate so foreclosed, said company shall make the returns and payments required by this chapter, and any funded or floating indebtedness to which such railroad and estate is liable, shall be considered for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it, or by some predecessor in its title.

1875, ch. 61.  
Returns and payments when other railroad company purchases.

SEC. 3927. Any and all taxes which shall become due to the State from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever.

1875, ch. 61, 83.  
Taxes to be liens.

1887, ch. 117.  
Market value of  
stocks, how  
determined in  
certain cases.

When deter-  
mined must be  
adopted and  
conformed to,  
except when.

In all other  
cases market  
value how  
determined.

Where market  
value cannot be  
fixed, how  
returned.

Valuation, how  
determined.

SEC. 3931. In case of any railroad company which, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock or class stock, as the case may be for the purposes of the returns so to be made as aforesaid, shall be and the same is hereby declared to be the average of the closing bids or prices offered for said stock or any shares thereof during the month of September preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the Board of Equalization in examining and correcting said returns and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the State require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the Board of Equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the Board of Equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.



## INDEX TO RAILROAD LAWS.

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	SECTION.
Railroads, location and construction, title lxvi, cap. ccxiv, 3460–3500	
petition for charter or alteration of, must be advertised,	392
charter for, to conform to limits of notice,	393
notice of hearing before approval of layout,	3420
right of way for, how taken,	3439, 3440
damages for taking of land, how kept for owners,	1988
layout of highway near, regulated,	2700
crossing of navigable waters by,	3441
approval of layout of ; notice,	3420
certificate of safety of,	3421
liens on, for services and materials furnished in	
construction of,	3022
municipal indebtedness not to be incurred for,	lx
leases of, regulated,	3473, 3474
returns by lessors of,	3590
to be examined by Commissioners, when,	3422–3425
Commissioners may pass free on,	3419
steam,	title lxvi, cap. ccxiii, 3454–3459
bridges, trestles, etc.,	cap. ccxi, 3427–3432
bridges and bridge guards,	3501–3512
height of bridges over,	2671
bridges, covered, height of,	3500
regulations concerning draw-bridges,	3560–3563
switches,	3564, 3565
depots,	title lxvi, cap. ccxvi, 3513–3522
ticket offices on, when open,	3423
exchange of passengers or luggage at connections,	3423
platforms and out-buildings at,	3423
management of cars at crossings,	3423
regulations as to bells and whistles,	3553–3559
gates at crossings,	3423

	SECTION.
Railroads, flagmen and signals at crossings, . . .	3424, 3425
appeals, . . . . .	3425
certain employees on, to wear badges, . . .	3549
number of brakemen on trains, . . . . .	3566
notice of accidents on, . . . . .	3567
accidents, duties of Commissioners concerning, .	3567
hospital stretchers to be provided for use on, .	3568
must provide safe approaches at stations, . .	3531
provision for safety at stations, . . . . .	3550-3552
water-closets at stations, . . . . .	3584
provisions for safety and comfort of passengers, .	3540
commutation fares on, . . . . .	3426, 3542
fares from stations where stoppage is enforced, .	3513
penalty for evading fares, . . . . .	1591, 3541
passengers not to be put off between stations, .	3541
new freight cars must have safety couplers, .	3537-3539
freight receipts must be given if demanded, .	3548
transportation of animals on, . . . . .	1544
Sunday trains on, . . . . .	3523-3527
transportation of freight and passengers must be facilitated by company, . . . . .	3529, 3530, 3532-3536
standard time to be used on, . . . . .	3528
hand cars not to be left near highway, . . .	3540
fires caused by engines on, . . . . .	3581-3583
evidence as to fire by locomotive, . . . . .	1096
penalty for misplacing switch or injuring electric signal, . . . . .	1431
willful injury to engine or car, . . . . .	1472
penalty for leaving gates, etc., at private way, open on, . . . . .	1573
obstruction of highways by cars, . . . . .	2692, 2693
malicious injury to, or obstruction to use of, .	1517
jurisdiction of offenses on cars, . . . . .	1611
penalty for causing death by obstructing, . .	1400
willful obstruction of, penalty, . . . . .	1429
trespassing on cars, tracks, grounds, etc., .	3550-3552
nuisances on tracks, or in depots in cities, .	1473
committing nuisances on bridges of, . . . .	1474
general penalty for violation of laws concerning, .	3607

## SECTION.

Railroad Commissioners, appointment and duties,	
title lxvi, cap. cex,	3413-3426
to appoint clerk, . . . . .	3416
salaries of, and of clerks, . . . . .	3706
comptroller to estimate expenses of, . . . . .	380
report of, number to be printed, . . . . .	331
maps for, . . . . .	331
to general assembly, . . . . .	3432
may pass over railroads free, . . . . .	3419
powers concerning railroad companies organized	
under general law, . . . . .	3433, 3441
general powers and duties as to railroad traffic,	
cap. ccxvii,	3523-3569
powers and duties of, as to railroad bonds and	
mortgages, . . . . .	3570
penalty for obstructing, . . . . .	3430
proceedings by, concerning increase of capital	
stock of railroad companies, . . . . .	3450-3452
to furnish forms for returns to companies; duties	
concerning, . . . . .	3586-3590
to give notice to towns of forfeitures of railroad	
companies, . . . . .	3485
may apply for injunction against railroad corpora-	
tion, when, . . . . .	3429
may examine witnesses under oath, . . . . .	3430
member of, to be member of board of civil en-	
gineers, . . . . .	3696
powers and duties concerning Connecticut Cen-	
tral railroad, . . . . .	3591-3593
duties of, as to location and construction of rail-	
roads, . . . . .	3460-3500
to approve location of railroads, . . . . .	3439, 3459, 3460
may extend time for building of railroad, . . . . .	3440
to certify to safety of railroad before it is opened, . . . . .	3421
powers of, over crossings of one railroad by another,	
. . . . .	3471
and duties of, as to grade crossings, . . . . .	3476-3499
may authorize the crossing of highways by rail-	
roads at grade, . . . . .	3489



## SECTION.

Railroad Commissioners may order change of location of	
highway near railroad, when, . . . . .	3486-3488
powers and duties of, concerning safety at rail-	
road crossings, . . . . .	3489-3499
may regulate whistling at crossings, when, . . . . .	3556-3559
duties as to draw-bridges or crossings, . . . . .	3560-3563
powers concerning draw-bridges, . . . . .	3441
and duties of, concerning crossings of water-	
courses by railroads, . . . . .	3476, 3477
and duties of concerning bridges, bridge-guards,	
fences, etc., . . . . . cap. ccxv, 3501-3512	
orders of, concerning railroad bridges, trestles,	
etc., . . . . .	3427-3432
may order safe approaches to depots, . . . . .	3531
powers of, concerning switches, signals, brakemen,	
etc., . . . . .	3564-3566
may authorize Sunday trains, . . . . .	3523
may make orders as to railroad connections, facil-	
ities, etc., . . . . .	3533-3536
powers as to stations and stoppage of trains, . . . . .	3513-3522
may make orders relative to heating and lighting	
of cars, . . . . .	3569
to see that water-closets are provided at depots, . . . . .	3584
to approve couplers of freight cars, . . . . .	3538
duties of, as to accidents, . . . . .	3567
Railroad company, term includes what in statutes, . . . . .	1
organization under general law,	
title lxvi, cap. ccxii, 3433-3453	
deposit by, before applying for approval of layout, . . . . .	3459
location and construction of road, . . . . .	3460-3500
charter for, not to be granted or amended except	
upon petition and notice, and to designate route	
and limits, . . . . .	392, 393
powers of, . . . . .	3454-3459
officers of, general management, etc, . . . . .	3454-3459
agent or stockholder of, not to be railroad com-	
missioner, . . . . .	3415
penalty imposed on president for violating or per-	
mitting violation of law, . . . . .	3561, 3565

	SECTION.
Railroad company, meetings, votes, etc., . . .	3456-3458
proxy voting in stockholders-meeting, . . .	1927
powers, duties, and liabilities of mortgage trustee,	3573-3580
trustee of insolvent, to release interest, when, . . .	517
attachment of rights or shares in, . . . . .	919
levy of execution on interest of one in property of	
another, . . . . .	1178
how relieved of easements reserved, . . . . .	3466
may consolidate, how, . . . . .	3443-3449
obligations of and to, title lxvi, cap. ccxvii,	3523-3569
increase of capital stock by, . . . . .	3450-3452
running of Sunday trains by, . . . . .	3523-3527
to use standard time, . . . . .	3528
duties of, as to connections, depots, etc., . . .	3529-3536
to use safety couplers, . . . . .	3537-3539
fares of, . . . . .	3526, 3541, 3542
"short haul" law, . . . . .	3545, 3546
transportation of milk by, . . . . .	3543, 3544
of materials for construction of	
other roads, . . . . .	3547
to give receipt for freight, . . . . .	3548
duties of, as to running of trains, . . . . .	3549-3569
how compelled to locate stations and stop trains,	3513-3522
to maintain water-closets at depots, . . . . .	3584
forfeitures by general penalty, . . . . .	3496
how recovered, . . . . .	3497
for failure to obey order concern-	
ing speed of trains at crossings, . . . . .	3498
for failure to obey orders concern-	
ing switching, . . . . .	3494
for neglect to maintain bridge-	
guards, . . . . .	3428, 3502
for neglect to maintain fences, . . . . .	3507
for violation of Sunday law, . . . . .	3525, 3526
for failure to use standard time, . . . . .	3528
for failure to maintain safe ap-	
proaches to stations, . . . . .	3531
for failure to make connections, . . . . .	3534

	SECTION.
Railroad company, forfeiture by, for neglect to provide	
safety couplers, .	3537
for refusing to transport milk, .	3544
to give freight receipt, .	3548
for violation of "short haul" law,	3546
for refusing to transport material	
for another road, . . . . .	3547
for failure to make returns, . . . . .	3588, 3589
bonds and mortgages of, title lxvi, cap. ccxviii,	3570-3580
Railroad Commissioners may examine witnesses	
under oath concerning affairs of, . . . . .	3430
commissioners to make recommendations to, con-	
cerning public safety, etc., . . . . .	3426
expenses of railroad commissioners to be appor-	
tioned among, . . . . .	3418
injunctions against, by commissioners, . . . . .	3429
to notify commissioners of accidents, . . . . .	3567
wharves, depots, etc., of, may not be taken for an-	
other road, . . . . .	3453
liability of servants of, for misconduct and negli-	
gence, . . . . .	1403
limitation of time for bringing writ against, by	
executors of administrators, for loss of life, . . . . .	1383
liability of, for damage on highway, . . . . .	2673
for damage by fire, . . . . .	3581-3583
unclaimed goods left in cars or station, how dis-	
posed of, . . . . .	3779
rights to lands of, not gained by adverse possession,	2971
deeds of, . . . . .	2959
bridges, bridge-guards, fences, etc., cap. ccxv,	3501-3512
commissioners may order repairs of bridges, tres-	
tles, etc., . . . . .	3427-3432
taking of property by, for changes in bridge or	
roadway, . . . . .	3512
petitions by, for alteration of highways at cross-	
ings, . . . . .	3489-3499
highways taken by, in part, to be made safe, . . . . .	2712
to maintain gates, etc., at crossings, when, . . . . .	3424, 3425
to maintain warning-boards at grade crossing, . . . . .	3478



	SECTION.
Railroad company, returns of, . . . . . cap. ccxx, 3586-3590	
returns by, to comptroller ; taxation, . . . . . 3919-3927, 3931	
duties as to returns, on whom obligatory, . . . . . 3585	
market value of stock, how determined, . . . . . 3931	
foreign, taxation of bonds of, . . . . . 3830	
municipal bonds in aid of certain, exempt from	
taxation, . . . . . 3820	
taxation of dwelling-houses owned by, . . . . . 3835	
Connecticut Central, general provisions concern-	
ing, . . . . . cap. ccxxi, 3591-3593	
facilities for connecting with Connecticut Central,	
	3591-3593
Railroad companies, horse, general provisions,	
	cap. ccxxii, 3594-3606
Railroad crossings, powers of Railroad Commissioners, 3423-3425	
Commissioners may forbid switching at, . . . . . 3492-3496	
by other railroads, . . . . . 3471	
powers of Commissioners over, . . . . . 3471	
appeals from orders of Commissioners concerning, 3425	
trains to stop at certain, . . . . . 3560, 3561	
rails to be guarded at, . . . . . 3499	
provisions for safety at, . . . . . 3423-3425	
over highways or watercourses, . . . . . 3476	
ringing of bell and blowing of whistles, . . . . . 3554-3559	
speed of trains over, how regulated, . . . . . 3498, 3565	
obstruction of highways by cars, . . . . . 2692, 2693	
Railroad policemen, appointment and powers, . . . . . 296-298	
may arrest without warrant, when, . . . . . 2002	
persons arrested by, where prosecuted, . . . . . 1611	
Railroad ties, attachment of, . . . . . 918	
Railroad track, no person to be on, except to cross, 3550-3552	
nuisances on, . . . . . 1473	
regulations concerning use of, on public street,	
	3492-3495, 3498
Railroad train, shooting or throwing missile at, . . . . . 1471	
gambling upon, . . . . . 2557	
jurisdiction of offenses, . . . . . 1611	
to be provided with hospital stretcher, . . . . . 3568	

















